

Come & Join in all the festive Celebrations at TSSC Headquarters!

You can rest assured that you will be made very welcome. We will be offering light snacks, including mince pies for just a small donation, and some liquid refreshments From the 'HERALD' Bar which will, of course, include Mulled Wine and a Guest Ale for Non Drivers.

This **Christmas Open Day** is going to be one to remember. You will be able to meet some of the Directors & Staff of the TSSC and Editor Bern will also be manning his Infamous workshop "**Bizarre Bargains**" Stall.

The Club Shop will be Offering 10% Discount over the Counter Offer NOT applicable to Club Gift Vouchers, Website & Phone orders or on Items already discounted as December offers.

Sunday 3rd December 10.00 am to 4.30 pm

Don't miss out this year!!



Tel 01858 434424 www.tssc.org.uk

Triumph Sports Six Club

The Courier 450

DECEMBER 2017



Seasons Greetings!



December 2017



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Pics from your Best Events?

<https://shop.tssc.org.uk/category/box-mount-artwork>

This Years Favourite Photo!

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
No.450 VOI 39. December 2017
Price £3.50 Free to Club Members.

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COUNCIL OF MANAGEMENT MEMBERS 2017

Chris Gunby, Tracey Hawes, Nigel Hill,
Martin Hughes, Bernard Robinson (Ex O),
Jane Rowley, Neville Wright

For a full list of TSSC officials see page 72.

TSSC Honorary MEMBERS

Chris Allen. Dennis Barbet. Dave & Sue Bayliss.
Trevor Collett. Martin Cox. Mike Crewes. Eddie Evans.
Dave Glead. John & Pam Griffiths. Leon Guyot. Pip Flegel.
Michael Hancock. John Macartney. Fred Nicklin.
Paul Richardson. Bill & Jo Sunderland.
Frank Spencer. Paul Swanson. Peter Williams.



SEASONS BEST!
PICTURE
FROM TSSC WORCS
AREA 2017
CALENDAR BY
ROGER & MARG

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Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.

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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

**PLEASE SEND ALL 2018 EVENT
INFORMATION TO TRUDI AT CLUB H.O.
e-mail: trudi@tssc.org.uk**

**TSSC NATIONAL, REGIONAL &
EUROPEAN EVENTS**

See also further adverts in Courier

December 2017

SUN 3 DECEMBER 2017

**TSSC HQ CHRISTMAS OPEN DAY
OPEN FROM 10AM TO 4.30PM**

January 2018

**SUN 7 JANUARY 2018
NOTTS & DERWENT VALLEY AREAS
NEW YEARS RUN
START SAINSBURYS RIPLEY
10AM - DE5 3QP
CONTACT COLIN 01733 531580
CONTACT ROGER 07970 619149
CONTACT NIGEL 07976 163006**

July 2018

**FRI SAT SUN 6/7/8 JULY 2018
LE MANS CLASSIC
TSSC AT TERTRE ROUGE
BOOKINGS NOW OPEN
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July 2018**

**FRI SAT SUN 28 29 30 JULY 2017
SILVERSTONE CLASSIC
www.silverstoneclassic.com/clubs
Discount code 18001ccd**



TSSC Headquarters Christmas Open Day Sun 3rd December

Come & Join in the Celebrations at TSSC Headquarters!

Sunday 3rd December 10.00 am to 4.30 pm *Don't miss it this year!*



**FRI 6TH - SUN 8TH
APRIL 2018
TSSC ESSEX
40TH BIRTHDAY**

Friday Evening - Meet & Greet at Hotel

Saturday - Drive out through Essex Countryside,
Buffet Lunch

Saturday - Dinner Set Menu
2 Courses £11.95, 3 Courses £15.95
Saturday Evening - 1970's Themed Disco

(Dress Optional)

Sunday Morning - Drive out to North Weald Airfield

**A Weekend of Enjoyment to Celebrate
The 40th Birthday of Essex TSSC**

Stay at
**The Campanile
Hotel**
A127 Southend
Arterial Road
Pipps Hill
Basildon SS14 3AF

Or Just visit for any
day

Drive out to Secret
Nuclear Bunker
Buffet Lunch

Passing some of the
old meeting places

Sunday Drive out to
North Weald Airfield

Save the date in your
diary for more info
Contact Mike or Allan

E mail

mikelltchen@aol.com

ajjamesway@hotmail.com

Derwent Valley TSSC's

30th Peak Run

Sunday 24th June 2018.



The Peak Run Team are planning to make the 30th Peak Run something special. So why not join us for the whole weekend with the usual crazy entertainment.

Camping will be available from Thursday 21st until Monday 25th June 2018.

Save these dates in your diary and look out for more information in future editions of the Courier, on Facebook and on our Peak Run website: www.peakrun.weebly.com

CoMment

Trip of the Year!...

BY NIGEL HILL
COUNCIL OF MANAGMENT

So here we are, December already upon us. What will you be doing this winter? If it's anything like me I will be putting my Vitesse Mark 2 back together after a year of stripping body panels and engine. Time is never on your side, so Di and myself are going to crack on with getting the Vitesse back where she belongs, on the road again.

We have something to aim for as this year (if you haven't done the trip yet!) Is **Le Mans Classic July 6th-8th 2018**. This is organised by our lovely head quarters guys. This is a trip that is really NOT to be missed! Your journey down to Le Mans starts with the ferry crossing to France, on board you will most probably bump into more classic car enthusiasts and then begins the wonderful journey to Le Mans. For those convertibles out there, fingers crossed it will be " roof down - sun is out" cruise down, a spot of lunch and then make your way to the camp site.

TSSC Terre Rouge campsite is next to and looking down on the race track, set up your camp and enjoy. As a Club we provide hospitality for everyone. On site we have a bar and an english food wagon, toilets and shower facilities. Angie



wine, juice and lager.

An adventure into Le Mans town centre and also the surrounding area which is so beautiful. Make it a little holiday. Give yourself and your lovely car a treat, come on have a trip to 2018 Le Mans. I guarantee you will not be bored. Other car groups join us as well!

While you are thinking about it, the trip will be filling up quickly, so if you ARE going you need to book ASAP.

Speak to Angie at HQ and hopefully we will see you there!



will be issuing tickets for track laps and various other items. The Bar is open all day and you pay for beer vouchers and exchange them for beer,

*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature



RAC BREAKDOWN COVER WITH FOOTMAN JAMES

One of the UK's leading specialist insurance brokers, Footman James, is delighted to announce that their new breakdown service will now be provided by the RAC

Founded in 1897, Every 8 seconds the RAC take a call from a person in need of assistance - so they are an ideal and experienced partner to provide both a service and a solution to stranded classic

vehicle motorists.

To celebrate this new partnership, the RAC supported Footman James at their Dudley headquarters for their RAC launch day on the 12th September 2017.

David Bond, Managing Director at Footman James commented:

"At Footman James we always aim to be the best, so we are delighted to be partnering with the RAC to help improve our breakdown service to our customers. With their 5-star service, it is exciting to see what this new partnership brings and the positive impact that it will make on our customers."

For further information about Footman James please contact 0333 207 6000 or visit www.footmanjames.co.uk.



OFFER for December 2017

Tel. **01858 434424** web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

Rocker Boxes

A superbly finished rocker cover available in Polished Alloy or new Black Wrinkle finish supplied as a direct replacement for your rusty / dented original. Comes complete with highly polished spring-loaded cap, nuts and studs.

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KBVCE/FC	4CYL WRINKLE FINISH	£53.00
KBVCJ	6CYL POLISHED*	£68.00
KBVCJ/FC	6 CYL WRINKLE FINISH*	£74.00

***NB!! NOT! SUITABLE FOR GT6 MkIII**



P & P 2Kg



HQ OPENING TIMES

DECEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

HQ Closed for Christmas Break

Closed 27th DEC 2017 return 3rd JAN 2018

info@tssc.org.uk
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JANUARY - OPEN AS USUAL FROM 3RD JAN

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

TSSC HQ

XMAS Open Day 2017

Sunday Dec 3rd 2017 - 10am to 4.30pm

Council of Management Meetings

NEXT COUNCIL MEETINGS:

JANUARY 14TH 2018

Any member who has any item of business that they wish to be discussed at a

*Council of Management meeting should send the item to: **Chris Gunby***

The New Room, Church Street, South Witham, Lincs. NG33 5PJ

*or email: **chairman@tssc.org.uk***

Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting



info@tssc.org.uk
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www.tssc.org.uk

**INSURANCE
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Footman James

0333 207 6080

www.footmanjames.co.uk

Peter James

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www.peterjamesinsurance.co.uk

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Heritage Insurance

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Peter Best

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www.peterbestinsurance.co.uk

The Key Benefits on all TSSC Insurance Policies

- Discounted premiums for TSSC members
- Agreed value cover for your pride and joy
- Classic car cover for drivers from 17 upwards (Footman James, Peter James)
- Support from the Club Office
- All five brokers offer a full range of high quality insurance policies, including multi-vehicle.

Big Saloon Register



Paul & Carl Swanson

e-mail. carlswanson@btinternet.com

Carl Swanson

Seasons Greetings!

Hard to believe, but here we are again! I know we all have our own aspects of Christmas, so whatever suits you, enjoy. I just wanted to go back to last month briefly. I wanted to point of the difference to the polish and wax. This comes from a friend's son who is a 'detailer' part time, and is quite amazing in what it can do. He was explaining the difference, but basically, polish can take off dead paint, lights marks etc, and leave some protection, where as a wax is for protection only. A good quality wax will do more than anything else to protect the paint. You do need to make sure the paint work is clean and tidy and you need to read the instructions on it before you attempt it. Auto Express magazine does do some good testing on wax's, so worth having a look at their



website for reviews. Maybe when you find the one you like, subtle hint to someone for a 'unusual but useful Christmas gift' suggestion?

Speaking of which, I thought I would show you a model which could have been gifts in the past! My favourite is the speaking Triumph



BIG SALOON Register

2500 Pi Police car. The reason being a few years ago at the TSSC meet in Stafford, my father and I were walking through the items for sale outside the main hall. I spotted the model, and showed it to him, as its actually badged as a Leicestershire and Rutland patrol car, the very same as he use to drive! The deal was done, and I cleaned it up and it was on display at my parents' home for many years.

My parents' moved to Staffordshire some years ago, and by pure coincidence was only 20 mins from the show-ground, was perfect for myself and at least one child, and on several occasions Dan J from South Bucks, as we could enjoy the entertainment and the odd beer or two, but then be picked up and staying in a house and supplied with a cooked breakfast the following day! Dan and I share the same opinion of camping, i.e., we don't, so my parents' house and hospitality and taxi service was most welcome!

To finish off my father's memories of the days of his Police Motor Patrol officer career..

"On an earlier driving course, again, with 2.5 Pi's, we spent a week learning how to drive quickly and safely, the last day was spent

as a test for each of us.

The first part of the test was spent driving down to London from Leicestershire on the A roads. The second part was driving through the centre of London which was a bit 'hair raising' as

Leicestershire & Rutland Insignia



none of had been to London before! The final part of the test was driving back out of London

back to Leicestershire on the M1. You were required to accelerate to 100 mph or above, but were not allowed to drop below 100 mph for the entire trip on the motorway section (102 miles). This may sound easy when you are driving a marked Patrol car, but we were not allowed to use the blue lights or two tone horns! The only way we had of moving slower traffic out of lane three was to flash your headlights to move the car in front into lane two. The difficult part of this is finding a safe space for that car to move into. You were required to ensure what car was moved, it was not going to cause an accident. I was lucky, I was allocated the middle section on the run, where the traffic was more widely spaced and managed not to drop below the 100mph during my turn.

The thing we all feared was coming across a driver who was not checking his mirror and not realising there was a marked Police car behind him and causing the student to drop the speed below the requirement, so looking that far ahead and calculating the speed of cars and trucks made for the real test as over a long period of time.

I hope this has given your readers an insight into how the Triumph 2.5Pi played a leading

role in the Leicester Police Motor Patrol unit in the early 1970's."

Ex PC 784 Paul A Swanson.

Memb no 77/001.

Just as an additional note, I recall my father saying that back in the late 1960s', early 1970s. there were gaps in the central reservation along the M1. This was designed for emergency use only, but unfortunately other road users would also attempt to use it, but often with disastrous consequences, so eventually it was ruled out. I recall him saying even as a fully marked Police car, driving along at a reasonable speed in lane 3, getting the car stopped in the gap, then be ready to cross all three lanes to get across to the hard shoulder, was not something that they looked forward to, but knowing that it could be the difference of life and death in attending an accident scene, it was a requirement. On the early Pi's, they had a manual override across the cut-out switch for the fuel injection system, as at a very hard turn, it could starve the fuel pump, which would then cut out. Not ideal.

So, it was the navigators job to keep the hand over it just in case!

Funnily enough, I don't recall my father having another big saloon in his long driving life. It

was a Vitesse he had for many years, and that was the start of the club back in 1977. Maybe it was too soon after the Police career that the big saloon was just seen as a step backwards?.

Anyway, I hope it showed a glimpse into the value placed on the big saloon with the Police force. If you do have any stories, pictures or anything.

May I wish you and yours a fabulous holiday time, and to those who can longer join in.. Take care,

Carl



Welcome to NEW & RETURNING MEMBERS



THE
TRIUMPH
SPORTS SIX
CLUB

*Welcome to all
these members, who joined or
returned to the Club in October*

Ian Milburn	Beds	Robert Hawes	London
Peter Barlow	Berks	D. W. Fennell	London
Stephen Lloyd	Bristol	Algy Yates	Norfolk
Christopher Pick	Cambs	James Wilkinson	Shrops
David Wooliscroft	Cheshire	Robert Mellamphy	Suffolk
Shaun Beavon	Devon	Dave Clarke	Surrey
Kevin Byrne	Devon	Derek Young-Trawber	Surrey
P. Thompson	Gloucs	David Jarrad	Sussex W.
Samantha Langley	Hants	Stephen Walker	Wales N.
Ian Ross	Hants	Ian Brumhead-Grant	Worcs
Stuart Adams	Kent	Paul & Carolyn Withers	Worcs
Timothy Bingham	Kent	Robert Squire	Yorks E.
Christopher Whale	Kent	Jordan Hadfield	Yorks S.
Geoff Tittensor	Lancs		
Ken Davison	Leics		
Barry King	Lincs N.		
Simon Butler	London		

*We hope you enjoy your
Triumph and everything
the Club has to offer*

SPITFIRE I - II - III Register

e-mail. spitfires@cadley.org.

Suzie Singleton



Merry Christmas!

Those of you who have been reading my ramblings for a few years may know that I tend to try to find something 'different' for my December / Christmas article. I don't always manage this but have this year been able to find just a few suggestions for Christmas presents for the loved ones in your life.

A quick trawl of the usual "online-auction site" provided a few options, particularly when it was sorted from highest price down.

DINKY TOYS 

FIRST AGAIN TRIUMPH 2000

No. 113 TRIUMPH 2000

It's the famous Double Triumph for Dinkies! This brilliant 1:43 scale model of the Triumph 2000 is a superb example of the fine craftsmanship and attention to detail that has made Dinky Toys a world-wide favourite for over 50 years. The car is finished in a realistic blue with chrome trim and a detailed interior. It features a detachable safety belt, a realistic steering wheel, and a detailed engine compartment. The car is mounted on a realistic chassis and is a superb example of the fine craftsmanship and attention to detail that has made Dinky Toys a world-wide favourite for over 50 years.

U.K. Price £4.11

YES—IT'S A DOUBLE TRIUMPH FOR DINKIES

DINKY TOYS 

TRIUMPH SPITFIRE

It's the famous Double Triumph for Dinkies! This brilliant 1:43 scale model of the Triumph Spitfire is a superb example of the fine craftsmanship and attention to detail that has made Dinky Toys a world-wide favourite for over 50 years. The car is finished in a realistic red with chrome trim and a detailed interior. It features a detachable safety belt, a realistic steering wheel, and a detailed engine compartment. The car is mounted on a realistic chassis and is a superb example of the fine craftsmanship and attention to detail that has made Dinky Toys a world-wide favourite for over 50 years.

U.K. Price £4.11

Available at HAMBLY, HARROLD, GARNAGE, SEAFRIDGE and all good toy shops everywhere. AVAILABLE LATER OVERSEAS

Produced by PRODIMO LTD, Broom Road, Exmouth, U.S. England. Printed by John Woodgate Ltd, South & London



You could be lucky to find a Dinky Spitfire in your stocking, or even an advert for one from one of the publications of the day. Either the 4 wheeled or the two winged version.



Win the "Battle of Britain" with **DINKY TOYS**.

Two dog-fighting warplanes direct from the epic film

SPITFIRE II

JUNKERS Ju 87

leaders go for **DINKY TOYS**

SPITFIRE I - II - III Register



If you're planning on replacing the living room suite how about a "Duresta "Spitfire" 2.5-Seat Sofa and Armchair, dressed in a peerless top-grade Tan-Brown "Niven" Leather."

so possibly not an ideal stocking filler.



And if your family is about to expand how about a Maclaren Spitfire buggy?



If, however, you are musically inclined you could treat yourself to a Vox Spitfire guitar

For something very unusual, how about a "Rare Spitfire Factory Cast iron guttering rain hopper originally from the Spitfire factory in Castle



Bromwich, Birmingham". Apparently this is very large and heavy (850 X 350 X 720 60kg)



And finally, circling back to models of 'our' cars what about adding a Spark Model 1:43 scale Le Mans Triumph Spitfire to your collection.

So, hoping that Santa leaves something special in your stocking, or even something for your Spitfire, I shall leave you her until next year. If you do see or receive anything appropriate for these pages, please do let me know so that I can share them with all our readers.



e-mail.

herald@tssc.org.uk

Colin Lindsay



Top Gear

Work on my 1200 convertible is progressing rapidly, in fact far more rapidly than at any

time over the last two or three years. When I took the car off the road in 2008 due to terminal chassis corrosion – just as the previous MOT ran out, which the car had gained despite a completely seized front brake caliper and a body and chassis largely made from wire mesh – the intention was a quick repair and back on the road. Sadly other Triumphs got in the way, then work ate all my free time, then my house move shelved everything for almost two years, excuses excuses. We're now back on track with a vengeance and the only thing letting me down now, apart from being unable to weld, is my memory. Many of the parts I bought for the car over the past few years have been salted away and the main difficulty now, apart from remembering that I bought them in the first place, is what they actually are and where they actually go.

When you're renovating a particular component, parts kits are great – you get all the bits you need in one go, and for a set price. The downside is that unless you already know what the parts look like and where they fit, you're liable to be in for a bit of head scratching. I bought a full nut and bolt suspension kit years ago and on finding it again recently noticed that that each set of

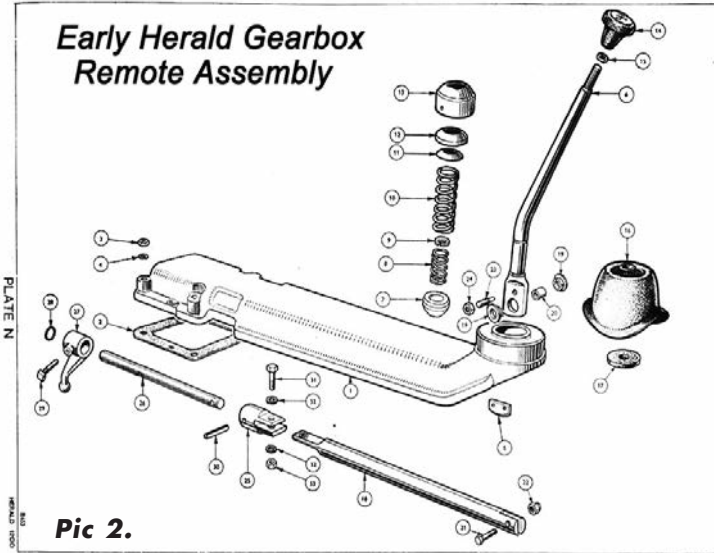
bolts is separately bagged, with a number that corresponds to a very helpful list included with the kit.

Other kits however are less self-explanatory and in some cases it becomes a case of trial



and error. My 948 Herald had the typical – and maybe annoying – trait of making the gearstick ring like a bell at speeds over 60mph; a constant high-speed jangle that helped me remember the speed limit, but with no radio to drown it out, eventually got on my nerves.

With the gearbox assembly for my 1200 sitting on the garage floor, I decided to rebush the remote assembly to prevent unwanted rattles and to help the gear selector find the gears as quickly and as surely as it should. You can buy all of the required components in kit form for around a tenner ([pic1](#)) and it's a worthwhile job if your gears become hard to select or the gearstick starts to vibrate your fingers off. Sadly there are no instructions as to where everything goes, and it's not as



Pic 2.

straightforward as it might be; yes, you can study the parts manual to your heart's content (pic2), but if a picture is really worth a thousand words then most of mine will be along the lines of: "Why is there no spacer tube shown for the operating shaft joint?"

If you're lucky enough to be dismantling a unit (as opposed to having a ready-made pile



Pic 3.

of bits), you can see how the old parts fit, compare them with the new, and replace.

So: from start to finish... remove the gearknob and undo the bolt at the other end. Remember which way this fits – it's very important. Press down on the cap at the base of the gearlever and twist. This will spring up revealing a metal cover plate over a large dished washer, usually in plastic, although some can be metal, and probably like mine, badly worn. The gearlever assembly will now lift straight off. There

may be another smaller metal spring-retaining cap underneath the plastic dished washer which goes over the top edge of the bigger spring (pic3); inside the bigger spring there will be a smaller spring. The bigger one slides straight off leaving the smaller one which is held on to the gearlever by a springclip. Prise this out carefully, so as not to damage the chrome, and withdraw the small spring; this allows the spherical plastic bush to slide up and off the gearlever.

Your kit should have all the required replacement components so after cleaning the



Pic 3a.

gearlever replace the large spherical bush, slide the small spring down the gearlever and secure with a new circlip.

The end of the gearlever uses the two black plastic washers, almost like a trunion, with the shorter spacer fitted through to prevent wear ([pic3a](#)). A little copper grease here doesn't do any harm.

The jointed operating shaft runs from the base of the gear lever to the internal gear selector. To remove the selector you'll need to unscrew the square-headed screw, which is a taper fit



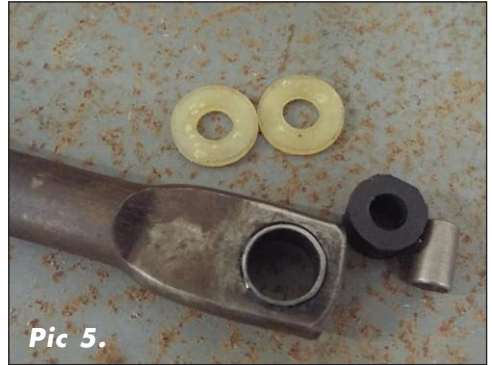
Pic 4.

([pic4](#)). Use a proper 5/16 spanner to avoid rounding off the edges. Be gentle and don't shear it – I did, and had to have it drilled out



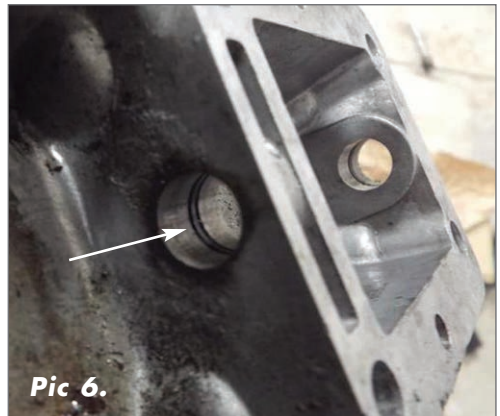
Pic 4a.

on a lathe ([pic4a](#)). Thankfully replacement bolts are available new. Once the bolt is removed slide the rod assembly backwards through the selector and out of the housing. It has to be removed in one piece as the bolt which secures the two halves is fed from the top and cannot be removed or replaced in situ. If the nut drops off – which it shouldn't - you'll still be able to select gears. This centre joint uses the white plastic or black rubber bush, two flat washers



Pic 5.

and the long metal spacer – not shown on the exploded diagram ([pic5](#)). If you look into the end of the remote housing, where the lever passes through, you'll see the two o-rings which



Pic 6.

can be trouble to remove and replace ([pic6](#)); I'd be tempted to say leave them alone unless visibly worn or damaged. Prick out with a needle and replace if you want to but they could be hard to refit. Lubricate with a little gearbox oil to help the shaft pass through on refitting.

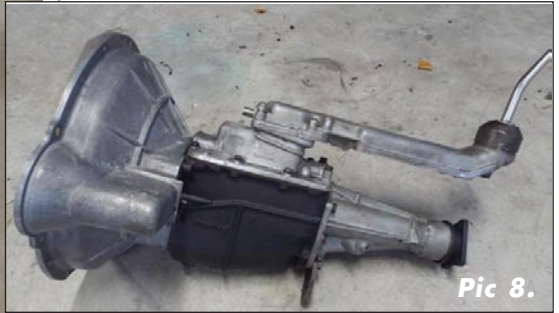
Replace the shaft and remember to slide on the selector – and in the correct orientation - before it goes fully into the housing; tighten the bolt sufficiently to get a firm grip but without shearing it off again. Rebolt the other end of the shaft to the gearlever; you need to replace the bolt in the correct direction as you'll be unable to select third or fourth gears otherwise. The other little lever is the reverse inhibitor; it strikes against the small metal plate on the housing unless the gearlever is pressed down sufficiently against the springs to enable this lever to clear



Pic 7.

the plate. It's only held on by two screws and if yours is badly worn, replace.

With the gearlever bolted in place replace the bigger spring and the spring cap if you have one – some kits don't. The decision now is whether to use a metal dished washer or a plastic one. The metal will last longer but may be noisier; possibly the source of my bell-ringing 948. I'll opt for the plastic version which will last a few years at the low mileage I'm currently doing. Once the dished washer goes on it is then followed by a cover plate and finally the entire shebang is held in place by the large cap which appears to seat in one direction only; press down to engage the lugs and twist (pic7). Do not over tighten the nuts on the bolts at the end of the gearlever or the operating shaft; tighten them just enough to touch metal but if you over tighten, they'll compress the ends of



Pic 8.

the shaft and make all gears very hard to select. Use new nylocs for peace of mind.

And that's that. Refit the remote housing to the gearbox ensuring that the internal selector is properly engaged with the rails beneath. Your gearstick should now feel more decisive and certainly less rattly as the car drives, and I should have no oil leaks after replacing all the gaskets and seals earlier (pic8).

Part number 17 in the exploded diagram, and Stanpart part number 611177, is a thick rubber washer which goes under the large rubber gearlever grommet; unavailable from many of the larger suppliers it's really just an extra seal to help prevent air or water getting up through the larger, softer cover and to keep it in place at a proper height on the gearlever. I've never yet found one fitted!

As I've just realised when you'll be reading this – have a very Happy Christmas, be careful on the icy roads, and I wish you all the two most essential things for this time of year – a good dry garage, and hot tea.

Colin

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e-mail.

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Phil Willson



Let there be light!

F

or quite a few years I have elected to change the headlights on various cars and buses over to the brighter and more powerful halogen H4 type with the standard P43T

base. In general these are a direct swap for the sealed beam units fitted in the factory. As long as you stick with the standard 55/60 watt rated bulbs then the existing wiring will cope perfectly well. There are higher rated bulbs available for more light but these can be up to 100 watt rating, not necessarily legal and almost doubling the current consumption, meaning that relays should be employed to prevent switch and wire burn-outs.



Pic 1: Halogen H4 lamp with P43T base

The connections on the H4 bulbs are the same as those on the sealed beam units so can be swapped over directly. However, if the sockets or wiring are at all dubious then new pre-wired connectors can be obtained from the usual Triumph suppliers. In case it helps, the base and

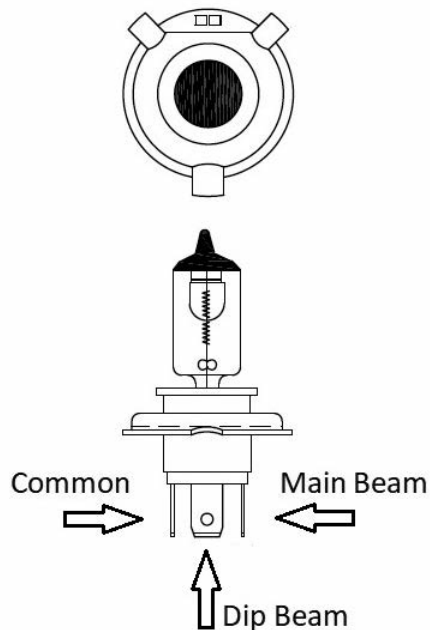
Two types of pre-wired connectors are commonly found and the best ones use the standard wiring configuration of

Main Beam - Blue/White

Dip Beam - Blue/Red

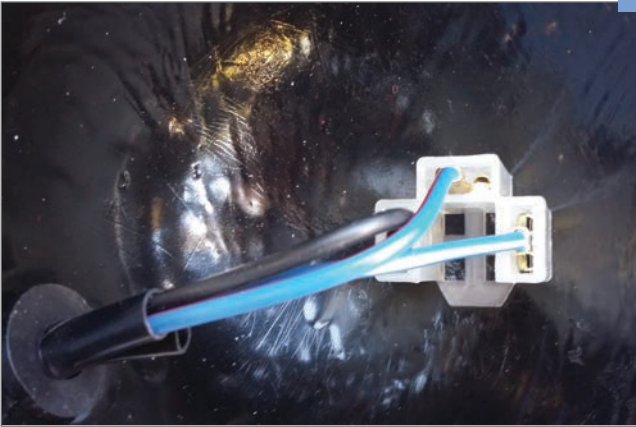
Common/Ground - Black

as seen in picture 3. The new wiring is about



Pic 2: H4 layout and connections

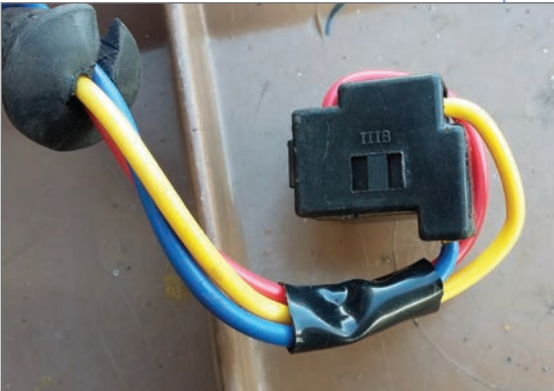
18 inches long and comes with properly crimped bullet connectors and a grommet to seal the wiring in the headlamp bowl, which makes it easy to install.



Pic 3: *New connector and loom*

There is another type that sometimes comes with conversion kits and is also available separately. It uses wires that are only about six inches long, in non-standard colours, has no grommet and needs to have bullet connectors fitted. So, while I don't recommend these, they do work but require more care and effort. Their wiring scheme, providing they match the one in picture 4, is

Main Beam - Blue
Dip Beam - Yellow
Common/Ground - Red



Pic 4: *Alternative connector with short loom*

Lamp units are available from Wipac, Cibie, Autopal and others and I am not going to make recommendations. I believe that this is a case of paying more getting you better quality, but some may disagree. What can make a differ-

ence to looks are that some units have completely clear, unpatterned glass, which can look a little odd compared to the originals, and others have a flat profile rather than the usual rounded shape. It's your choice.

Spring plate feedback

The broken spring plate on **David Hayward's** 13/60 that I reported on last month has elicited a couple of interesting responses. The first comes from

Hugh Gregory:

"I am nearly through my second GT6 restoration and on the current one had exactly the same broken plate. I wonder if it was a batch of plates that were from too brittle steel? My GT6 is rotoflex from 1972 and has only done 50,000 miles from new. Not sure a MOT would pick that up though I do agree with your comments generally about that aspect."

Hugh then picked up on the theme of the Herald Estate:

"The pictures of your estate bring back long gone memories as my Mum had two brand new - the first was LCG 667F (I can't remember my current car's reg though!) - a 1200 Herald estate in (revolting) olive green that was stolen and written off with 12,000 miles on the clock. I remember it because my Dad bought it back for £ 100 and it became my first project. One thing I do remember was rewiring it totally with a drum of black cable as the loom was removed. We borrowed wheels from the local police to tow it home - they were removed as well!). I did a further 60,000 + miles before selling it for a profit (probably the only time ever for me). I did roll her just after completing a 12 car rally in Wales - a wheel buckled when we were going relatively slowly with 4 up as we were taking the marshals for breakfast. The insurance company gave me the option of writing her off but I had her repaired. Complete with matching olive green army tank

searchlights as spot lights!! These had main and dip bulbs wired together for extra effect - I don't remember putting a relay in so not sure how the switch coped.

"The second one my Mum had was a 13/60 estate H reg in red which she loved compared with the 1200 - kept showing everybody how quiet the engine was!! That caught fire whilst in a garage overnight where they had been doing some MOT welding - they tried to claim on my Mum's insurance for the burnt out building but my Dad told them where to go and I guess that was the end of that car although I don't remember as I was overseas working by that time."

Thanks, Hugh. It's great to hear these stories from owners. Any more out there?

Then I heard from **Brian Stalley** who has obviously been thinking overtime on the entire subject!

"Been fascinated by your photos of the Herald Spring Plate on David Hayward's car and I haven't been able to get them off my mind since!

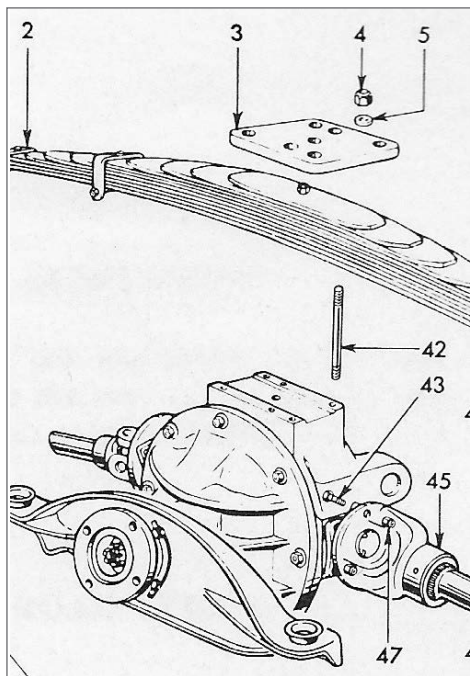
"I can't see how there is anything actually holding the spring plate in position and can't think why it doesn't just fall off to either side if the car goes over any bump at all! My only thought was, could somebody have somehow welded the 2 halves to the spring top itself?! I'm guessing this could keep the spring in place...."

"As to how does this happen, again my only thought was, perhaps someone tightened the bolts out of sequence, i.e. clamped one side down hard before tackling the other side? I'm no stress engineer but I would have thought this could shear the plate at its weakest point (i.e. across the hole) even at the correct torque."

"Quite scary really, I'd never think to lift the spring cover plate before buying a car! Thanks for keeping my brain occupied even if this isn't the answer..."

I wonder if Brian is correct – that the plate was bolted down too far along one side so that it was no longer parallel with the spring i.e. it was pointing up slightly. Then the other side was tightened to try to bring the plate back parallel again. If this was done with no attention paid to the torque settings then the plate would try to form a shallow arch. This

would stress the plate which, being weakest along the centre line due to the hole in the centre, then fractured.



Pic 5: Spring mounting arrangement

The arrangement can be seen in the first drawing from the workshop manual. The spring sits neatly in the channel on the top of the diff casing. The plate sits on top of the spring and should exert equal pressure by tightening the plate down with the nuts on the six studs (only one stud shown in the drawing).

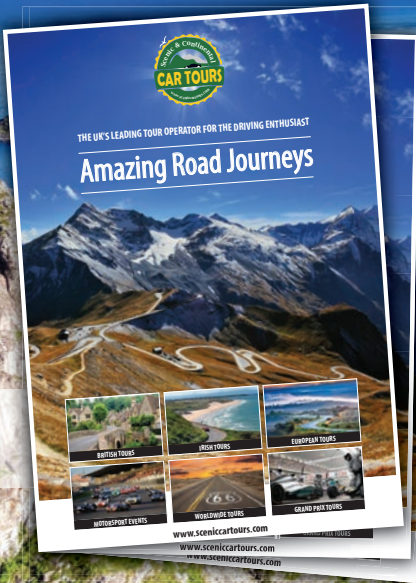
I can see how the divided plate would hold the spring still as the fixing studs are very close to the spring. The two halves weren't welded to the spring as far as I know.

However, it wouldn't be as strong as an unbroken plate and would tend to bend the top of the studs outwards if any extra hard bumps were experienced.

Presumably, if the broken plate and studs did give way then the spring would move upwards and hit the floor with quite some force. The correct procedure should be to tighten the nuts progressively just as on a cylinder head.

With that, I wish you all a Merry Christmas and hope the Herald angels sing for you.

Phil



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Main carpet late Mk III less tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£60.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£385.00
Clutch kit	£80.00
Front suspension vertical link	£135.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£39.50
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk III/III rotiflex GBS750	£17.00
Brake shoe non rotiflex GBS746	£20.00
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Delco distributor cap	£12.00
HT lead set	£12.50

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Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£185.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
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Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 7017/11	£20.50
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Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£60.00
Gearbox (exchange)	£350.00
Mk II front side/flasher lamp 216149/216150	£42.00
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Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
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Recon exchange brake caliper	£56.00
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Rear wheel cylinder GWC1205	£17.50
2.5PI Restyle Wheel trims	£125.00 set

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Dolomite Rear lamp assembly R/H TKC938	£52.50
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Dolomite 1300/1500 recon exch distributor	£47.50
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Set of Sprint H.T. leads	£59.50
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GT6 Mk I - II - III Register



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Andy Cook

International GT6 Weekend

Bad Vilbel, Germany

I had a very enjoyable trip into mainland Europe with the GT6 in October with a visit to the International GT6 weekend at Bad Vilbel, near Frankfurt.

I decided to make a bit of a tour around my visit with overnight stops in Dover, Aachen (Germany), Kerkrade (Holland) and Ashford to break the journey up into an enjoyable few days holiday.

The GT6 ran faultlessly covering 1125 miles, although I made a check under the bonnet each day the only attention being required during the whole trip topping up the washer bottle and fuel tank. A bit of preparation with a full service, check over and attention to a few bits and pieces before the journey had really paid off.



Picture 2 My GT6 meets Wim's "The Fox" Spitfire

On the way through I called in on a Triumph friend at his place of work near Brussels. **Wim de Pus** works at a college where they run automotive courses and it was great to see a number of classics being worked on in the workshop there. I also introduced the GT6 to Wim's Spitfire, known as

"The Fox", Wim does a serious amount of mileage in his car having covered

123,000km in the 4 years or so he has owned it.

The International GT6 Weekend

The GT6 weekend is independently run by enthusiasts rather than being associated with any individual Triumph club and moves location each time with new local organisers putting on the event. It was in it's 4th year this year.

This year the main organisers were **Harald and Natascha Hummel** although they were ably assisted by many of the other local German GT6 owners.

This year the event centred on a Hotel in Bad Vilbel just outside Frankfurt and attracted GT6 owners and their cars from Germany, Holland, Switzerland and the UK. I've realised now that I didn't actually count up the cars but there were approximately 20'ish GT6s in

attendance. When you consider there are a lot more GT6s located in the UK and we got around 70 at the TriumFest 50th anniversary, 20 GT6s at a mainland European gathering is quite an impressive number.

On the continent, convertible GT6s (AKA Giffires, Spit6s etc) are pretty popular and I reckon around a 3rd of the GT6s at the meet were soft top conversions including Harald's one.



Picture 4 Harald's GT6 convertible

Most people arrived on the Friday and after a meet and greet in the Hotel Bar we went off to a nearby Restaurant situated in a nearby park overlooking Frankfurt City for a meal.



Picture 3 GT6s getting ready for a Trip out at the City Hotel Bad Vilbel our base for the weekend.



Picture 5 Some of the cars lined up in the restaurant car park.

On the Saturday we had a drive out during the day, with stop offs at a campsite

restaurant for lunch and a tour of "Burg Ronneburg" Castle.



6.



9.



10.



7.



Picture 6 to 10 Various GT6s at the Hotel prior to the drive out

Picture 11 Cars lined up outside the lunch stop



8.

Pictures
After the convoy back there was a dinner arranged in the Hotel Restaurant. During the meal an announcement was made regarding next year's event, which will be

GT6 Mk I - II - III Register



Picture 12 Cars lined up outside the lunch stop

held at Großenkneten near Bremen in Germany between 28th and 30th September 2018.

On the Sunday we had a trip into Frankfurt to a classic and sportscar meet up at "Klassikstadt". Translated Klassikstadt = Classic City, it's an old factory complex converted into high end classic and sports car dealers, classic restorers and servicing, and secure storage for high value classic and sports cars. once a month they have a classic and sports car meet which is rather impressive...

KLASSIKSTADT
AUTOMOBILE KULTUR ERLEBEN

Part 2 Next Month

From The Archives

Well more like "then and now" than just an archive this month.

On the way back home I stayed in Ashford which was very close to where I purchased my GT6 from just under 30 years ago so I thought I'd swing by to take a picture.

I bought my car at the Lenham Motor Company in Harrietsham, Kent back in March 1988. The more observant of you will recognise the company name as they used to manufacture GT fast back hardtops and Le mans style bonnets for Triumph Spitfires back in the day.

At the time I paid the princely sum of £1700 for the car having knocked the dealer down from £1795. It's



13.



14.



Pictures 13 to 15 GT6s at Burg Ronneburg

15.

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although they are still trading I did notice that the premises is up for sale. It's an old classic car garage site with lots of history so I do hope it doesn't get re-developed into flats or something.

Andy

**Below
My car at Lenham
Motor Company the
day I purchased it in
1988**

Original Lenham Motor Company advert including my car from 1988.

increased in value somewhat since then by about 650%, I've just checked on line and inflation over that same period is a mere 150% so not a bad investment as long as you ignore the thousands of pounds



My GT6 at Lenham Sports Cars in October 2017.

I've spent on the car over the years! There is still a Sports Car dealership there today, although the name has changed slightly to "Lenham Sportscars". They were closed when I visited so I took a picture outside,



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Triumph Sports Six Club

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Lemans Classic 6th 7th 8th July 2018 Booking Form

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Please fill in all the highlighted fields clearly in **BLOCK CAPITALS**

XLS form

Name			
Email Address			
Day time phone number			
If TSSC Members insert Membership Number/s			
No of Cars in Party -----			
Drivers Names Phone No & email Addresses will be required - Full Details to follow			
Non-members of the TSSC may book from 25/11/17			
<u>Page 1 ENTRY - CAMPING - CIRCUIT LAPS</u>			
All entries this year will include a FREE T Shirt - Please state Numbers required & Sizes			
3XL ----- 2XL ----- XL ----- Large ----- Medium ----- Small -----			
Item	Cost	No. required	Total (GBP)
LEMANS CLASSIC 2018 at TETRE ROUGE			
Entry ticket only (Per person 16 and over)	£75		
Entry + Paddock	£95		
Entry + Paddock + Open Grandstand	£126		
Entry + Paddock + Covered Grandstand	£158		
Camping (Member Discount £14 per Pitch)	£185		
Camping (Non Member)	£199		
Gazebo/marquee ticket (max size 3mx3m)	£185		
Classic car parking (Please Indicate)	FREE		
Modern Car Parking	£45		
Circuit Laps (Classic cars only)	£190		
LeMans Organisers Picnic Basket (2 People)	£75		
Page 1 SUB TOTAL			

Page 2 - FERRY BOOKING OPTIONS

Item	Cost	No. Required	TOTAL (GDP)
Please Note that all Brittany Ferry Bookings are Non Refundable/Non Transferable & Times given are Compulsory			
Model Make and Year of Car required for Ferry bookings			
Car Make & Model		Make/Model	Reg. No.
Prices quoted for Hull/Zeebrugge Crossings are based on Sunday-Thursday Ferries/Fri-Sat £85 per Car Extra			
P&O Hull/Zeebrugge Overnight Under 5 day return	£150		
P&O Hull/Zeebrugge Overnight Over 5 day return	£195		
Plus Cabins			
Inside 2/4 Berth (with Bunks No window)	£198		
Outside 2/4 Berth Cabin (Small Port Hole Window)	£232		
P&O Dover/Calais Under 5 Day return	£100		
P&O Dover/Calais Over 5 Day Return	£115		
Eurotunnel Folkestone/Calais Under 5 day return	£135		
Eurotunnel Folkestone/Calais Over 5 day return	£155		
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4th July 2/4 Berth inside Cabin 2 x Upper/2 x Lower Beds	£95		
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Portsmouth to Caen 5th July - 8.15am sailing	£180		
BRITTANY FERRIES INBOUND SAILINGS - All Sailings for 1 x Car & 2 x Persons			
Caen to Portsmouth 9th July 2016 16.30pm sailing	£180		
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Royal Mail Delivery (UK Addresses)	£11		
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Airsure Delivery (European Zone)	£17		
Page 2 SUB TOTAL			
Page 1 SUB TOTAL to add			
Credit Card Charge 3%			
TOTAL			

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If you wish to pay by Credit/Debit Card please ring 01858 434424 9am-5pm Monday-Friday

Charges are in GBP, Foreign card holders are billed in their local currency at the prevailing rate. The delivery charge is mandatory. The organisers reserve the right to apply a mandatory currency surcharge of up to 10% at any time before 01/05/2018 Please see the accompanying Booking Notes for details of the possible currency surcharge.

Non-TSSC bookings will be taken from 25/11/17 Bookings confirmed by email (or by post otherwise).

Bookings are non-refundable except at the discretion of the organisers. Tickets will be despatched close to 23/06/18

I authorise you to debit my card with the amount shown above & agree with the terms and conditions. Signed

Delivery Address for Tickets

For Further Enquiries regarding your Booking Please contact us By email/Phone or Fax

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info@tssc.org.uk

PLEASE PRINT/SIGN THE COMPLETED FORM AND POST, FAX OR SCAN/EMAIL TO TSSC:

Le Mans Classic Bookings,

Triumph Sports Six Club, Sunderland Court, Lubenham LEICS LE16 9TF





BOOKING NOTES/TERMS & CONDITIONS - PLEASE READ CAREFULLY

1. When you have downloaded this form, please complete with your booking requirements. When you have completed the form, **print/sign** then **post, Fax or scan/email to the TSSC Office**. Our Fax number is 01858 431936, email info@tssc.org.uk - A confirmation email will be sent.
2. Because of increasing costs, we are forced to apply a surcharge for bookings by credit card. If you wish to pay by debit card or cheque, please delete the credit card surcharge.
3. A Camping ticket admits the car to campsite and circuit so you will not need to book parking. Camping, Ferry and Hotel Options are only available to those booking Club Entry tickets with us, we cannot offer camping or Ferry/Hotel options on their own. If you are not camping with us, you will need to book the appropriate Car Parking ticket (classic or modern). Classic parking is within the circuit but modern parking is off-circuit. Car Parking for the Ibis Style Le Mans Gare Sud is NOT on site but right over the road at the Secure train station Car Park (this is payable locally by the Clients). **Please note that All Ferry bookings are organised through Scenic & Continental Car Tours on behalf of TSSC and are bound by S&CCT terms of booking (these are available on request)**
4. In previous years some have placed a tent and a gazebo on a single camping pitch, which unreasonably restricts the space available to other campers. If you wish to pitch a gazebo or marquee, please book an additional space (see Gazebo/Marquee ticket on front of booking form). Gazebos should be no larger than 3x3 metres. If you wish to have a larger gazebo or marquee, or for Group bookings please contact the organisers.
5. The charge for special delivery is mandatory because we only receive the tickets from the organisers shortly before the event. We therefore cannot risk the tickets being delayed in transit to you in the normal postal service. Please select as appropriate for UK or Overseas delivery.
6. Exchange rate fluctuation between Sterling and the Euro is a significant problem. You will have noticed that some prices for 2018 are higher than 2016. This has been caused mainly by inflation in costs from the French event organisers. The TSSC has done everything possible to minimise the increase in costs but we have to reserve the right to apply a mandatory currency surcharge at any time before the event as follows. If the value of Sterling as quoted in the NatWest commercial currency sell rate falls below €1.10, a 5% surcharge will be applied. If the value of Sterling falls below €1.05, a further 5% surcharge will be applied. Failure to pay the surcharge will be deemed to be cancellation (please see Note 7). The Currency surcharge will not apply to delivery charges.
7. Payment is due at the time of booking. In the event that you need to cancel, refunds will only be given at the discretion of the TSSC. If you do need to cancel, please advise us as soon as possible as we may be able to resell your tickets, in which case a 10% handling charge would apply. In the unlikely event of cancellation by the French organisers, the TSSC will refund all money recovered from the organisers.
8. At the time of opening for bookings, the organisers in France have only given an estimate of camping costs. In order to avoid further delay in opening for bookings, we have priced camping on this estimate. If the confirmed cost of camping turns out to be substantially higher, we reserve the right to apply a surcharge of no more than 10% on the cost of camping only.
9. A system of **Booking Priorities** is being used. **The first Two weeks after opening for bookings are exclusively for TSSC members**. After Two weeks we will start to take bookings from Allcomers. Since the number of camping places is limited to 320, we expect to sell out very quickly. **To ensure your place, you may find it advantageous to join the TSSC.**

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Joint Group Leader of the Shropshire Triumph Club.

SO WHO IS OUR MAIN COMPETITOR? Believe it or not, our main competitors are the people or clubs who enjoy organising tours or events themselves and are reluctant, for whatever reason to seek help from a company like ourselves as they feel they may lose control of the arrangements or things won't get done in the way they want. The truth is in fact that we are more than happy to allow you to retain as much or as little control as you want. We simply become your back office, your secretary, your booking agent - we are there to help you in any way.

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Dave Rumens



Is your Banjo out of tune?

Hello everybody, Merry Christmas and good cheer to all. I hope the festive season brings you time and parts for your Vitesse. Before I move on to this month's subject I have received a request from a club member for an article covering the very rare Park Royal Vitesse

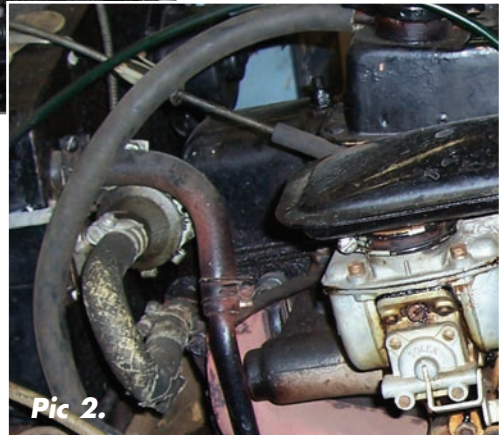
One area at first would appear to be fairly straight forward which is the removal of the banjo bolt fitted to the Stromberg carburettor water heated manifold. This manifold was fitted from the late Vitesse (engine No. HB27986) on and in various forms it was carried over to the two Litre models. [Picture 1](#). The main problem with removing the banjo bolt is the steel bolt reacts with the aluminium manifold which then

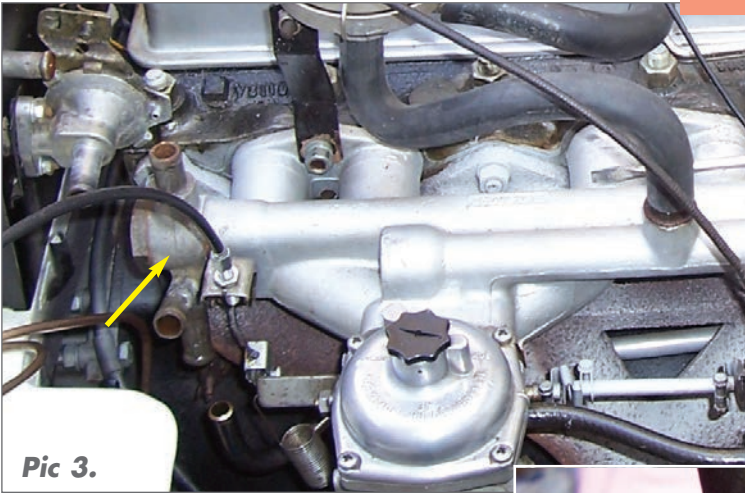
acts like a very effective lock tight. If you are removing the bolt to clear a blockage, then I strongly advise you try to clear the water ways with a piece of strong wire before attempting to remove the bolt from the manifold.

Before I go onto the removal of the bolt, it's a good idea to look at how this area of the



Estate. Therefore, can I request that the owners of this fine model send me their stories and the research they carried out into history of their Estate. This will help other members. Moving back to this month's article, I guess we have now reached the time of year when most of us have taken our Triumphs off the road away from the damp and road salt. Therefore, it maybe time to look at some of those jobs you were putting off in the warmer months when your Vitesse was in use.





Pic 3.

water system works. On the pre-water heated manifold Herald and Vitesse the hot water for the heater was taken from the rear of the head and returned by the pipe, return pipe, which passes behind of the exhaust manifold to the water pump housing. [Picture 2](#). On the water heated manifold cars the hot water is taken from the thermostat section of the water pump housing through the manifold to the heater and once again returned via the pipe behind the exhaust manifold. However, there is a twist to all of this. The banjo bolt holds an adaptor, [Picture 3](#), to the manifold, within this adapter there are a number of holes which feed its



Pic 4.

pipes. Now not all the holes are the same size. The bypass pipe that feeds directly to the return pipe has a smaller hole, [Picture 4](#), than the one



Pic 5.

passing through the manifold is reduced. The theory is in the summer weather the manifold requires less heat than the winter months. Clever people these Standard Triumph engineers.

As I have said above don't remove the banjo bolt to clear a blockage but, if there are coolant leaks coming from the adaptor, maybe due to the fibre washers failing, then it's a removal job

with the manifold off the engine. The combination of the bolt threads corroding into the manifold and the bolt itself being weak due

feeding the heater, [Picture 5](#). With both the heater on and the flow through the bypass, the hot water flow through the manifold is at its maximum. However, in the summer the heater is turned off and the hot water only passes through the smaller bypass hole. As a result, the hot water



Pic 6.

to the water feed holes, [Picture 6](#), means the head of the bolt will normally shear off when you try to unscrew it. Once it's sheared off the only option is to pass a bolt through the remaining threaded section left in the manifold and weld this in place. Before doing this don't



Pic 7.

forget to remove the adaptor. [Picture 7](#). (The welding is an example of what happens when the MIG runs out of gas and you need to get a job done!) Though you can now use a socket and bar you normally find the remaining



Pic 8.

section is still stubbornly stuck. However, as you now have access to the outer threaded section of the banjo bolt heat and oil can be applied to

the affected area. Don't try to un-screw the bolt in one go otherwise the thread in the manifold will be damaged. Work the bolt to and fro until it frees up, this is a slow process but should preserve the thread in the manifold. Once the remaining section has been removed clean out the threads in the manifold. Then very carefully screw in a replacement banjo bolt to ensure the threads are clear. Now remove the bolt and reassemble the adaptor assembly with new fibre washers. Note the order of the washers.

The larger washer fits on the outer section of the banjo bolt, [Picture 8](#). The smaller washer fits between the adaptor and the manifold on the banjo bolt's outer thread, [Picture 9](#).



Pic 9.

Before you fully tighten the banjo bolt ensure the adaptor is in the right position for the hoses. It's useful to leave the final tightening until the manifold is back on the engine and this way you can get a better idea of the position of the hoses. Rightly or wrongly I use a small amount of copper slip in an endeavour to prevent the threads corroding again.

Just a thanks to all those members who have given me feedback on these monthly articles, and increased our overall knowledge and ease of maintaining our unique cars. Now on with that turkey and those minced pies. My 1st New Years resolution will be to diet and more exercise, honest!

See you all in the New Year and Keep Running On All Six

Dave.

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Trevor Collett



Homage to Malvern's MMC

An interesting little project appeared on EBay just recently, for sale in Hartlepool; here's the seller's text, unedited:

"1970 Morgan roadster replica based on a Triumph Herald, very good condition as you can see in the photos. It had a paint job 5 years ago and been sat in a barn since, the wiring could do with a tidy up but however, the car still runs brilliant, very smooth engine.

I have not drove the car, however it selects all wheels as the other two had been previously



gears, it comes with two alloys and two steel pinched. The car is a brilliant replica with a twin flip over bonnet, lights, mirrors, arches, it just wants a few finishing touches, we don't have time to do this."

Classic, "wants a few finishing touches" – ha ha ha...

For those of you who don't recognise what marque of kit car this, let me enlighten you – it is called an SS, either by Burlington or, more likely, Dorian.

The SS kit was first offered for sale in 1980 by The Burlington Motor Company of Leamington Spa. Its styling influences are pretty obvious, I can't say how it compares millimetre for millimetre, but it's a pretty fair likeness of





Worcestershire's finest motor.

I have a brochure on the Burlington SS written by **Haydn Davies**, the owner of the company, here's the text:

To date (April '82) we have sold over 60 kits since we started business and by now we feel we have ironed out any problems that may have occurred with earlier models. Not that there were many. Three years were spent in development before the car was launched and all the major snags were solved during that period.

All we have done over the past few months is to incorporate one or two modifications that enable the kit to be built up with more ease. In fact, things that concerned us, like relocating the gear change lever, for example, do not seem to have caused any bother to our constructors and our two pages of precise instructions on

this one area seem to have been unnecessary.

I think that we can say with confidence that any builder of our kit will have no problem whatsoever with the project. All you need are hand tools (an electric drill being the most advanced tool you require), common sense and patience. The latter requirement

being quite important. It will take 3 to 4 months of spare time to build the car. If you try to rush it you will end up in a mess - so don't think you can do the whole job in a weekend. The kit should not be confused with "Beach Buggies" or other "Fun Cars".

The Burlington is designed so that when finished, you will have a car of comparable standard to that of a hand-built car in the £10,000 category. For instance, all the wings are bolted on, with heading between the body and the



wing, the main body being of aluminium skinned wood. It would be much easier for us to mould the whole tub, wings and all, as a one or two piece fibreglass moulding, but then we would be heading towards the "Beach Buggy" idea again. The way we designed the car may mean that it will take you a little longer to build up, but it also means that it will have a certain look of quality about it when it is finished. A look that many other kit cars do not have.

The best way to sum it all up is to quote two French customers, who said, when they came over to inspect our cars, "We have looked at all the kits on the market and find that the expensive ones look expensive and the cheap ones look terrible. In the case of the Burlington it seems to have the expensive looks, but a cheap price". They bought one each!

WHAT YOU DO

Strip your Herald or Vitesse. Move the engine back a few inches, (easy to do, difficult to explain in less than a page). Bolt all the new bits together.

You need to get the prop shaft shortened, and

garage. Full instructions are supplied with the kit.

WHAT YOU GET

Basic Kit

Tub, made from wood, aluminium and fibre glass, bolted and bonded together, ready to drop onto Herald or Vitesse chassis. Glass fibre bonnet halves and chromed brass hinge. Fibre glass scuttle top. Engine side panels and aluminium skins. Beading, extrusions and all steel mounting brackets etc. Radiator hoses, all nuts and bolts (in individual numbered bags). In fact the list of parts for the basic kit takes up two sides of A4 paper!

Windscreen

Aluminium frame, glazed, and fitted with Tenax studs for hood clips. All nuts and bolts including four chromed brass "Ball" wing nuts for side screen fitting.

Hood and Side Screens

Hood and frame assembly. Side screen frames and hinges (to clamp to windscreen). All clips etc. you require except for rear most bar clips. These you have to take off (or buy new) an AH Sprite or MG Midget.



the gear lever and steering column lengthened, but these are the only parts that require welding and all within the capability of the local

Wiring Loom

Not essential, you can use the old Triumph loom, but our purpose designed loom is made to meas-



ure, has ample cable to allow you to place dash instruments where you like and has all the earth wires included for the lights. (Remember that lights bolted to fibre glass wings need separate earths). It makes life much easier.

Wings and Nose Cone

Fit whatever wings and nose you like, but if you want your car to look like ours we can supply 5oz fibre glass wings and nose, moulded to the curvature of our body and with flanges, ready to bolt on.

Back to me; soon after introducing his SS model Haydn Davies and his Burlington company developed the Arrow and later the Berretta models, which proved more salesworthy than the SS. At some point he gave up the SS model, but it was later to reappear as the Dorian SS. The Dorian version did get some press coverage but probably wasn't a huge seller, it wasn't around for that long.

I have not come across many SS cars, the only one I've ever seen in the flesh was a Dorian version, GYK89J, pictured at Brooklands. The picture of the white Burlington SS, RLG790D was sent to me by a TSSC member some years ago.

Back to the car on EBay, DDT994H – clearly a lot of work is needed to get it road legal. Apparently it did sell, for £1,749 – and I wish the buyer every luck, I'd love to think the car will in-

deed make it to the road. If I had the chance I would recommend he/she contact the licensing and vehicle standards agencies to make sure there will be no administrative blockers. According to government web site DDT994H is a white Triumph Herald 13/60, last MOT'd in March 2008. Seems it has never been on the

road in its current form.

Trevor



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Dave & Jo Beardsley

Email is King

Hi Everyone. Another year almost done and we have been fortunate once again to meet many of our friendly international community at events both

in the UK and overseas.

Email Is King - over the last two years, we

have sent out a number of emails to all of the overseas members. Unfortunately, we still get many rejects and this means we are not able to contact you directly. If you haven't received emails from us, or simply want to check that we have your correct details, please send a short email to our international email address above. This is even more important now as we will be distributing contact details of all members in a particular country to the named Overseas Contacts shown in the Overseas Directory. You can expect to be contacted in the New Year, but if not, why not make contact with them?

Bremen Classic Car Show (Germany) - we will be attending this show **2-4 February 2018**. This is the first of the major indoor shows for the year and we are told (by our German members) that it's an excellent event. If any UK members would like to join us, there are direct flights to Bremen

from a number of UK airports.

Please see event details below, or drop us line with any questions.

To close, we wish you all a very happy Christmas and hope to catch up with more of you next year.

Cheers for now

Dave & Jo



**2nd- 4th February 2018,
Bremen, Germany**

This is the first major indoor show of the new season. There are direct flights to Bremen from the UK and a range of accommodation options in and around Bremen.

If you like the idea of coming along this is an independent trip, i.e. not organised by the TSSC, but as a group we can make a weekend of it.

More details at:

<http://www.classicmotorshow.de/home-2/>

Or search 'Bremen Classic Car Show'



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e-mail.

tr4-tr6@tssc.org.uk

Bernard Littlewood



Tony Wittering's TR

**IT'S THE TONY WITTERING MONTH
(AND VERY GRATEFUL FOR IT AM I)**

T

he following enquiry was sent to me via TSSC HQ and as it covers a few aspects of engine issues I thought that it may be of interest and help to other TR owning members.

Hello TSSC

I am a new member of the TSSC and have been

and should I be concerned? My findings say a sound engine oil pressure above 2000rpm should give 65 to 75 psi when hot.

I am thinking my engine's pressure readings are indicative of engine wear and a rebuild might be required. However, before I start on this task are there any other things I could check over first that might be causing low pressure. If I continue to run the engine at 50psi will it cause some damage or accelerated wear? The engine oil was changed about 1000 miles ago. Grateful for any

Tonys TR - I want those door gaps!



to a few meetings of the Somerset group. I own a 1962 TR4 which I've had since 2011 and I'd appreciate some advice on oil pressure readings please.

From cold the oil gauge gives a reading of 70psi at around 2000rpm but this drops to 50psi when hot. Tick over gives 50psi when cold but this drops to about 20psi when hot. I have looked through the workshop manual and other sources of information and the tick over and hot reading seem to me to be too low. Do you agree

*thoughts and advice you can provide please.
Best regards*

Tony

Hi Tony,

You gave me your card either at Weston Super Mare or the Bristol show, at Bristol I was in my 4A, at Weston I was in my Vignale. I'll be at Thornfalcon tomorrow (I have shares in the Severn Crossing). Regarding your oil pressure, considering that

Triumph engines that have an oil pressure light that comes on at less than 7-10 psi, 20 psi at tick over is okay. The oil pressure is affected not only by wear but the oil pressure relief valve (adjustable in most cases) and the condition of the oil pump. Does your engine "knock" for a few seconds from cold start up? Do you have a canister type oil filter fitted with anti drain back valve (if not I STRONGLY advise you to fit one). Have you carried out a compression test to get an overall view of the engine condition? If you have and the compressions are over 120 psi and within 10% of each other then I would have no worries at all about your engine/oil pressure. I rebuilt my 4A engine and the oil pump was very worn, the only replacement I could find was to the "naked eye" of a poor quality, but the only type available at the time and all the tolerances were fine. My 4A with the crank re ground and new oil pump gives me less than 20psi at tick over (600 rpm) when hot and about 70psi at 3,500 revs, so even if you rebuilt the engine there is no guarantee of increasing the oil pressure. I rebuilt my Herald engine a few years ago and was able to procure a genuine Stanpart oil pump, this engine shows 35 psi at tickover.

So to summarise -

If no canister type filter with anti drain back valve currently on the engine - fit one.

If engine doesn't "knock" with the anti drain back filter fitted and cylinder compressions are okay just use your car and enjoy it.

Hope this helps

Bern

Hi Bernard

Thank you so much for your clear and well drafted note to me. This really hits the spot! I think we must have met at the Bristol show. I was hoping to be at Thornfalcon too but another appointment has come up for me from midday.

I think I have the later anti drain oil filter on my car. I have checked mine against those shown in the Moss catalogue. I have a Purolator design. Photographs attached to confirm I have the anti drain model.

design. Do you agree please?

I have checked the cylinder compression readings using a Gunson DIY meter. It's cheap and I am not sure how accurate it is. The readings on

hot and cold engine are consistent but below your recommendation. In order from cylinder 1 to 4 my readings are - 110, 114, 112 and 110 psi.

When in overdrive and at 60mph giving 2500 rpm, I read 50psi. This is normal driving for me. Tick over is about 20psi. Today I went for a run and did a run at 3000rpm plus. Your advice is spot on. The oil pressure hit 70psi at 3500 rpm.

Thanks again for your help in this matter. I hope we can meet again soon.
best regards

Tony

Hi Tony,

Just back from Thornfalcon and we had breakfast at the Toby, but didn't speak to any other Triumph owners (too busy trying, unsuccessfully, to stop Crazy George from eating acorns).

The compression readings that you have are a bit low, did you take them with the throttle fully open as this is the correct way to do it and can affect the readings. The compression readings on my car were 185 psi after the engine rebuild which is far too high, but after running in they fell to 175 which is still high, but doesn't give pre ignition and will obviously fall lower as bore/ring/piston wear occurs.

I would keep an eye on your compressions as they are a bit too low and if your engine gets difficult to start and burns too much oil you will have to look at replacing the liners, pistons and rings, or you could try removing the cylinder head (beware disturbing the wet liners) and check to see how well the valves are sealing and maybe they need lapping in, but you may get many more years of use out of the engine before this happens so you will be able to carry this out at a time to suit you (when I bought my TR4A the compressions were lower than yours and I covered over 40,000 miles before the engine rebuild and it was still very usable then). Regarding the anti drain back filter, from the images you sent, you have the canister conversion and the filter is an excellent quality one, so it should be

okay, but you can only tell for sure by looking for the sealing ring behind the holes in the canister on the face that fits to the filter housing and blowing into the threaded central hole, if what you blow exhausts through the circle of small holes then the anti drain back valve is not working. I have bought top quality filters in the

past and have thrown them away because the valve isn't working. GB Classics sell filters with anti drain back valves for less than £4.

I hope this helps and please let me know if you need any further help or clarification. Cheers

Bern

Hi Bern

Yes you are right. I re-did the compression test as you described and bingo. With a hot engine and throttle fully open the readings are now 120,118,120 and 120 psi. So for the moment I am happy that the engine is working just about within spec.

I will do the oil filter test when I do an oil change which will be when I do a general service over the autumn/winter months.

Once again thanks for your advice and help. Hope to catch up with you soon.

Best regards

Tony

TONY WITTERING'S TR4

After Tony Wittering had contacted me with a query about the condition of his TR4's engine he very kindly offered (alright I held him to ransom over my advice) to send me some details about his car along with some images, they say that jealousy is an ugly thing but I don't mind admitting to being jealous of Tony's car, thanks Tony.

Hi Bern

You asked for some details of my TR4 after your advice about the condition of its engine. It is a 1962 car and is one of the first 5000



built I think. It was exported to California USA and stayed there until the 1990s.

On return to the UK it was completely rebuilt bodily and mechanically, converted to right hand drive and re sprayed in Triumph Signal Red. Its original colour was green.

I purchased the car in 2011 and it came with a file of old receipts and progress photographs of the rebuild and I estimate it was back on the road again around 1993. It had a life in the East Midlands for about 10 years and some years in County Limerick ROI too.

Not sure when it returned to the UK though from Limerick.

I have done some cosmetic improvements in the past 6 years. New hood, refurbished wheels and some general tidying up and replacement of trim.

Bodily and structurally the TR is very sound and rust free. All thanks to the Californian sunshine! Next job is to refurbish the 2 SUs.

I've attached a few pics for your use too.

Once again thanks for your advice and help. Hope to catch up with you soon.

Best regards

Tony

Whether an A or a 4 a TR is more!

TR'S AT MALVERN AUTOJUMBLE OCTOBER 8th 2017

I opened the garage door to a beautiful sunny morning, my TR started first turn of the key and my son Jack and I started off for the Malvern Autojumble a round trip of just 150 miles, but on nice fast roads so that I could "open up" the TR. We joined the S.Wales Area and had a

TR 4/4A/5/250/6 Register



Immaculate TR4

great run along the M4, A449, A40 into the Lost Lands then along the M50, my TR running oh so smoothly (it's bound to bite me soon), then onto the B roads to the Three Counties Showground.

There was not much auto jumble, but the sun had tempted many Classic Car owners to bring their cars to the show so there was plenty to look at. Two TR's that stood out to me were this beautiful TR6 with an "interesting" looking bulge in its bonnet and this immaculate TR4.

If the owners or anyone who knows their owners read this please get in touch with me, I'm

glided effortlessly past them.

Jacktastic!



Unusual Bonnet Power Bulge

Whether 6 cylinders or 4 a TR is more!

Bern



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Paul Lewis



TR7 Victory Edition

Sometimes things tend not to get finished in the world of classic car motoring.

Priorities change and things can get pushed to the back of the garage and left for a while. What I mean by a while is about 2 years.



TR7 WINS AT CHARLOTTE, LIME ROCK, BRIDGEHAMPTON, POCONO AND NELSON LEDGES TO ALL BUT LOCK UP A SPORTS CAR CLUB OF AMERICA DIVISION CHAMPIONSHIP. CELEBRATE OUR TRIUMPH WITH THE

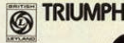
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TR7 VICTORY EDITION

FREE
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FREE
Special Striping

FREE
Spoker Wheels

THE SHAPE OF THINGS THAT WIN
TR7



I brought the yellow Victory Edition knowing that a small amount of welding was required in the engine bay on the inner flitches. It had failed its MOT for a few bubbles of rust around the front struts. Once I had started to cut the rotten metal away the job became bigger and bigger. The repairs and even the paint did not take that long, but then newer more exciting stuff took over and the car was left in a lock up for 2 years.

I was reminded daily about the car as I constantly moved the engine and gearbox round on a trolley within the garage. Whilst off work nursing my snapped achilles tendon I decided enough was enough and I was going to make a conscious effort to finish it.

Well 6 months on I am going to finish it, I promise.

I have finally put the engine back in the car. If you read the workshop manual it says to jack up the rear of the car, quite high, and lower the engine into the engine bay at some ridiculous angle. There are alternatives and my suggestion is the following:



1. Remove the front sub-frame.
2. Lift the front of the vehicle up in the air.



3. Slide the engine and gearbox underneath.



4. Lower the car and lift the engine into the engine bay.



5. Fit the sub-frame and secure.

Job done and all by yourself without the stress and worry. As you can see the engine is now in place. The only small problem I have is, where did I put all the parts. Oh well, the hunt must continue.

I hope the NEC classic car show was on your list of places to visit this year. It was manic. Although, it was nice to see people and talk about the cars. It's very strange at the minute where there are a lot of people looking for a decent car and cannot find one.

Best get mine finished then.

Paul

Area Showtime Special



e-mail.

courier@tssc.org.uk

Bern Robinson

All Show Reports to the Editor please



TSSC Twiddling Day

By Peter Lewis (Herts & Beds Area AO)

This idea came from me suggesting a day on the drive to help anyone who could pop along to sunny Luton, this soon developed from a couple of members to stretching all over the country...there's an obvious need building here so after a number of suggestions on the Forum I eventually kicked off



Twiddling under way



Car park Fills

on the forum on the 3rd march with the idea below:-

[Posted on Forum March 3](#)

I did a day with Aidan and Paul with tappet and twiddling advice its been suggested the Club could do these, there is the problem of who will chair it and where it should be held.

I have many years experience in sorting the basics and quite willing to devise a day or two in the spring to advise about the technical and practical aspects of classic related service techniques. The subject is down to suggestions but anything we



Cars with problems line up

can twiddle is a start, be it carb settings, bearing adjustments, or a gearbox strip, tracking etc.

Let me know, drop an e mail from my profile page and see what we can achieve, you will need to travel to Luton, no charge and free Tea!

Well this took off and enthusiasm for a days twiddling at TSSC HQ became born.

Euan even felt he could fly down from Scotland. It's not so silly, but the drive to succeed was firmly planted.

I get heavily involved with running our area's Duxford show so I picked the 17th september.

Ray Peet and myself do a good few repairs for the area members and further away cars and have worked as a team for a good few years, so on the Sunday we all turn up unload a load of tools and equipment ready for the task, there was no real plan , just some ideas to adhoc the way forward, we had around 25 members arrive and by 10.30 we were underway, (sorry I don't have all the names) we tried to cover much of the following

- Stromberg top & bottom adjustments,**
- types of choke,**
- temperature compensator settings,**
- Air filters**
- Biased needles**
- Base needle setting**
- Dashpot oils and purpose**
- SU jet adjustment**

- Biased needles**
- Air piston springs**
- Noisy tappet locating on running engine**
- Tappet rule of 9 and 13**
- Static and strobe ignition timing**
- Wiper rack and wheel box reclaimed**
- Toe in by timber and tape and side slip gauge**
- Gearbox synchromesh principles**
- Oiling trunnions and what needs oil and what needs grease**
- Numberplate positions**
- Fuse box contact problems**

and more things I cant remember! And a lot of questions as well.

A big thanks to Bern, who smoked up the BBQ, Angie ran the tea, coffee, wine (hic) beer and nibbles and the Club Shop Spares. The day started at 10.30 and wound down at 4pm, we all had a good laugh at anyones expense and now we have to do it all again ...with the seasons greetings I think we will wait till early spring for the next time.

Thanks to all who made the effort, some travelling many many miles to attend and to bring the club alive doing more of what we all should, helping others'

Thats it folks, have a safe journey where ever you are going

Pete and Ray
Herts and Beds Area

Triumphs & Trains 2017

By Andy Sollis (Notts Area)

An annual gathering of the Triumphs at the Churnet Valley Railway in Staffordshire on Sunday 8th

October saw a variety of the cars appear from near and far. Not everyone made it as expected, due to fuel issues, but for those that attended, a great day was had experiencing a genuine American war loco climbing 1:50 gradients hauling 230tones on the back, no simple fete.

We commenced our day at Froghall where the staff there had kindly set an area aside in the car park for the Triumphs. Some caught the first train, others the later one due to arriving later in the day, but nearly all of us sampled the teas or coffees of the stations cafe where there were some super cakes also for sale.

After a short wait, our loco arrived. A "United States of America - Transportation Corps" S160 class steam loco, number 5197, one of 7 surviving in the UK and one of 2 operational at this railway. This loco, (built during the second world war) after its war service, had gone to work in China and was brought back



to the UK in the mid 1990's and to the CVR in around 1999. Its the Americans light weight version of the LMS's 8F 2-8-0 freight loco more common in the UK.

The Churnet Valley once served the Alton Towers theme park, which was only 4 miles away from where we began our trip, however, this is where the CVR one day hope to extend to. As we set off along the line, we travelled through the old Bolton's copper works, now full of RAF spares, like fuel tanks and back ends of





building and signal box just down from the Black Lion and the point where the Canal and River Churnet merge.

From here on, the Churnet valley opens out in to meadows.

For those stopping off at Cheddleton, would have seen a huge crane in the engine shed yard with the other S160 loco hung in the air to have the wheels returned under it following work. Later in the day we saw a 1000cc V8 engine lifted from the English Electric

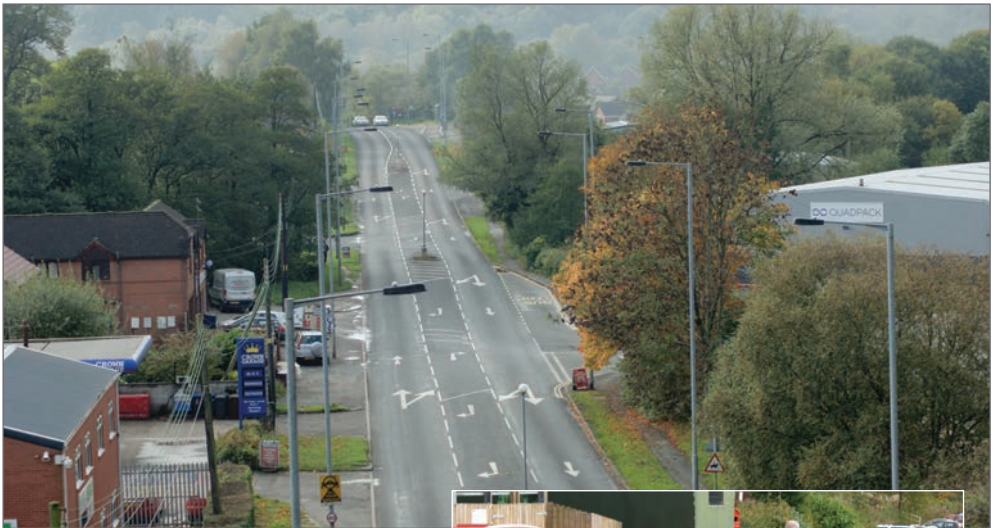


helicopters. A canal ran alongside the line with the river passing under us from one side to the other before we reached Consall station. It's a small little station



type 2 (class 20) as it was being removed for repairs.

We progressed on, passing through the long Cheddleton tunnel where we then left the Churnet Valley line at a 4 way junction (where you could also once travel to Leek or Stoke) and commenced the long climb to Ipstones, the current end of the line on the old Cauldon Lowe quarry line. It's a very steep climb up here and the loco, despite being built for very heavy freight, was heard to be working very hard up the bank, passing over main roads, through more tunnels and finally almost arriving on top of the moorlands after a 4 mile climb. This line carried much of the stone to the Thames barrier



from the quarry at the end at Cauldon Lowe before its closure.

It was all literally downhill from there on as the loco swapped ends and took us back down the line to Frogghall.

Thank you to all who came to park up their Triumphs in the car park or ride on the train. We counted around 14 Triumph Classics altogether.

Andy



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Steve Payne



A Tale of 2 Trunnions

Is a precursor to any articles I'll write soon before Christmas, as if you needed reminding! I think most of us have tucked our cars away or have planned our repairs over the winter months. I plan to change my 4 speed box for an overdrive that has sat on the garage floor for many years. I will also take the opportunity to replace the clutch and differential that during my trip to Spa was 'clunking' in first and reverse, although I suspect it would happily continue to provide good service for many years to come. When possible I'll document my progress and any wisdom (or not) that I learn along the way, which I hope you may find useful. In return please send me your articles of planned (or unplanned) repairs or modifications for the winter months.

I would still like to compile all your 'Handling and Power' articles into a useful library of information which can be shared with other readers to help them decide what to do or not to do to improve their Spitfire.

Please take the time to document any modifications you have made or are making to your Spitty, no matter how small. I'm interested in any changes you have made, from simply fitting poly bushes on the anti-roll bar to installing air suspension. Most importantly I want your review of how it has effected your Handling or Power, good or bad!

In the meantime **Roger Harvey** has supplied an article which is sure to open up



'that' can of worms again.

A Tale of Two Trunnions

Triumph enthusiast Roger Harvey and his wife get a fright, get annoyed, and get an oil gun. Imagine a beautiful day in Northumberland, driving a one-owner-from-new Triumph Spitfire 1500 with the hood down under cloudless blue skies, vistas of some of Britain's most spectacular countryside all around, engine running sweetly, lots of people admiring the car, another happy day in a lifetime of glorious drives, then BANG! Just one mile from home the nearside front suspension collapses, my wife gets a serious fright and we slew to a halt on a dangerous corner at the top of a steep hill. I know at once it is a failed trunnion. (Trunnion failure typically occurs when cornering at low speed. This is fortunate physics, because less than an hour ago we had been zooming up and down Northumbrian moorland roads at exhilarating speeds...which would have been terrifying speeds without a front wheel.) Fortunately no-one is hurt, following vehicles pass as best they can, there is minimal bodywork damage beyond a scuffed wheel-

SPITFIRE MkIV/1500 Register



arch, and an RAC flatbed truck is shortly on its way to take us to expert and trustworthy repairers.

We could call it a happy ending to a traumatic incident, but we would have been better off without the trauma in the first place.

Thank you, Tony and Karen of Derwenthaugh Motors near Blaydon, whose expertise had our Spitfire back on the road within a few days, driving better and feeling more secure than ever with new trunnions and front suspension parts fitted to both sides (it seemed sensible to replace the offside parts as well); and thank you for revealing the hidden danger that probably caused this accident.

The trunnions are crucial parts on Spitfires and other Triumphs using the famous wishbone suspension. They bear weight and take strain whenever the car is moved and steered. They should be inspected at MOT time and replaced if worn. They must be kept lubricated. There have been countless discussions and articles about whether to use traditional grease or oil. I never suspected I would join the debate because it has always felt instinctively right to use EP90 oil: it flows better, doesn't dry out,

and the 'hard' EP specification gear oil is designed for stressful applications—so oil has duly been administered every time when lubricating the trunnions on this Spitfire. It's a job I request at every service and it has been done nicely over the car's 4-decade life (with trunnion replacement when required). However, at the last service—at a garage which I shall neither name nor revisit for servicing—grease must have been used despite my asking for oil. When Tony showed me the dismantled suspension, hardened grease was clearly visible above the trunnion. It had not run down to do its job of lubricating the joint. A dry trunnion will wear and snap and in a constantly-used car such as our Spitfire it becomes a serious risk.

So guess what: I now have an oil gun. The TSSC shop sells a very efficient one and it will be put to regular use. If there is a moral to this story it is surely this: **OIL your trunnions now!**

Thank you Roger, I was pleased to read the bodywork was not too badly damaged by the incident, and regarding the garage not following your request to use EP90, I'm afraid I now believe if you want a job doing (properly) do it yourself, which of course now you are.

As it's almost Christmas I thought it only right to finish on a few Christmas cracker jokes;

Why can't cars play football?

Because they only have one boot!

What's the fastest fast food? Lamb-burger-inis!

What do you call a used car sales man?

A Car-dealologist!

On that note, have a great Christmas.

Steve.



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Guy Singleton



Donner & Blitzen!



hristmas is coming so hopefully Rudolf, Donner & Blitzen etc will be getting ready for pulling the sleigh, I'm afraid our cars

mechanically but missing interior trims and fittings.

In conjunction with Trudi - the TSSC DVLA representative - I believe that the DVLA have now accepted the car but will not issue a registration number until it has an MOT - and there is a little work to do to get to that stage. Who is brave enough to give them-

are now tucked up in the garage, I must spend a bit of time soon to give them a good clean and check over, much as Dave Rumens recommendations in his October Vitesse Register - yes I do recommend that this is done.

Firstly a request - does anyone have some photos of how the fuel tank is fixed in a 2 litre car? I know there are metal strips which fix the tank to the car. George Shannan is restoring his car but needs this information to progress, but I cannot get at those on my car without taking the floors out - hopefully someone has a car at the right stage of restoration to help - or a better memory than me!

Next, a Bond needing a new home, part restored and from the photos looks like a good basis to start from, the car has been on eBay and did not sell. The current owner, Geoff Mackrill, bought the car as a part finished project which had been left at a bodyshop and had no documentation. Apparently it is fairly complete



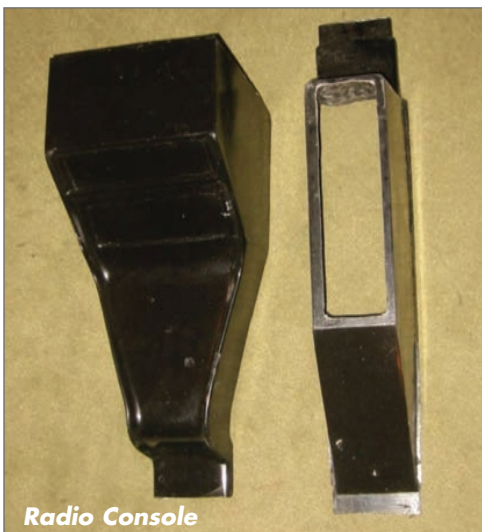
selves a Christmas present and a few month's work? If you are, please call Geoff on 07836 598183.

Another Bond on ebay just now looks a bit more together but I think it will prove to be just as much





work, if not more. This 1966 4S in Exeter looks to really be a 'Barn Find' www.ebay.co.uk/itm/12277843033



Radio Console

Finally I have been in discussions with another club member who wants a radio console, I have a mould for this which I will let him use – is there anyone else who would like one, if so we can make a short run of them at the same time

Guy

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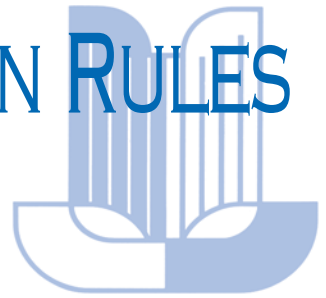
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NEW MOT EXEMPTION RULES

by Geoff Bushell



On 14 September, DVLA published a document called **"Exempting Vehicles of Historical Interest from Roadworthiness Testing"**. This announces that: **"most vehicles over 40 years old (on a rolling basis) will be exempt from MoT testing from 20 May 2018"**.

Vehicles which have been 'substantially altered' will not be exempt from testing. This could apply to Specials based on our cars.

Read on to find out more.

annual roadworthiness testing.

However, the UK already has a rolling 40-year exemption from road tax for historic vehicles, and vehicles first registered or constructed before 1960 are already exempt from the MoT test, which may include some very early Heralds. Even though the UK is fairly shortly to leave the EU, DVLA considered that were are good reasons for considering these changes.

DVLA ran a six-week consultation towards the end of 2016. Over 2,200 car clubs, trade bodies, businesses, public bodies and owners of older vehicles responded. DVLA asked a number of questions, and then made a decision on each point, influenced by the responses. Let's now look at each point in turn.

1 - Exemption from MoT testing for vehicle over 40 years old

"The Government has decided to proceed with the exemption for all vehicles constructed or first registered more than 40 years ago, on a rolling basis".

Apparently there are already 197,000 exempt (i.e. pre-1960) vehicles, and the effect of this measure will be to add another 293,000 vehicles – which is about 1% of the total UK car fleet – including most Triumph cars.

DVLA considered that vehicles of this age are usually maintained in good condition and are used on relatively few occasions and on short trips. DVLA also believes the modern MoT is no longer relevant to cars over 40 years old, and a 40-year rule would harmonise the existing exemption of Vehicle Excise Duty (VED or road tax).



My 13/60 – one family owner from new

Background

The proposed changes to roadworthiness testing were initially prompted by EU regulations on roadworthiness. Provisions for vehicles of historical interest are set out in EU Directive 2014/45/EU. This enables Member States to exempt vehicles over 30 years old from periodic roadworthiness testing. It also provides that vehicles that have been substantially changed should not be exempted from 60

My Custom dashboard extension



For more details on the 40-year VED exemption which came into effect on 1 April 2017, see <https://www.gov.uk/government/publications/vehicle-excise-duty-update-to-40-year-rolling-exemption-for-classic-vehicles/vehicle-excise-duty-update-to-40-year-rolling-exemption-for-classic-vehicles>. Or search for "40 year vehicle excise duty exemption".

To check whether your car is going to be exempt or not, apply the following test. On 1st

automatically be exempt. So when the new MoT exemption comes into effect on 20 May 2018, my understanding is that all 'R' reg cars are included, as they were first registered from 1 August 1976 to 31 July 1977. Some 'S' reg cars will be exempt, but only those first registered between 1 August 1977 and 31 December 1977. Remaining 'S' reg cars will have to wait to become exempt until 1 April 2019, and of course later registrations will be added with each passing year.



The 13/60 on day one - 11 May 1968

April each year vehicles constructed more than 40 years before 1 January of that year will

that exempting 40-year-old vehicles would not increase this percentage significantly. DVLA

Some respondents to the consultation observed that not every older vehicle is maintained in good condition, that it's likely to rust more than a modern vehicle, and that owners don't have the facilities to conduct tests as thoroughly as garages.

However the Transport Road Laboratory (TRL) has calculated that only a very small proportion of accidents are caused by vehicle defects – 3%, and DVLA took the view



also say that *"like vehicles registered before 1960 (but less so), vehicles first registered in 1961-1977 have a substantially lower MoT failure rate than the general fleet"*.

2 – Exempting vehicles over 30 years instead?

DVLA also considered this proposal, but says that the number of accidents and fatalities of vehicles built between 1978 and 1987 is very much higher than those built in 1977 or before – and the MoT test failure rate increases. For these reasons, DVLA decided not to proceed with this proposal.

3 – Substantial change

"It is a requirement of EU Directive 2014/45 that vehicles which have been substantially changed 'in the technical characteristics of their main components' should not be exempt from roadworthiness testing." DVLA and DVSA (formerly VOSA) have produced a 3-page modified definition of 'Substantial Change' based on DVLA's original 8-point rule and propose to include it in guidance which will be finalised before the regulations

come into force. In summary, the new definition will apply to vehicles that have a 15% or more power increase, have a 'Q' registration plate, or *"is a kit conversion, where a kit of new parts is added to an existing vehicle, or old parts are added to a kit of a manufactured body, chassis or monocoque bodyshell changing the general appearance of the vehicle"*. This clearly

has implications for our Specials that have been converted from Triumph or other cars, but may not apply to kit cars built from new parts. Interested readers can view the whole draft at the last document on the page linked at the end of this article.

It may not be too late to contribute your view on this, and DVLA invites questions or feedback at roadworthinesstesting@dft.gsi.gov.uk. But be quick!



4 – HGVs and PSVs over 40 years old

DVLA asked whether larger vehicles should be exempt from MoT. Taking into account public safety, DVLA concluded: *"We have decided not to amend the existing position of old heavy goods vehicles (more than 3.5 tonnes unladen weight) and public service vehicles (with 12 seats or more) in respect of testing, with one exception – pre-1960 buses and HGVs which have been changed substantially will need to be tested"*.

However, for those of you (like me) who, as well as your Triumph, own private buses and trucks which are not used commercially, the 40-year exemption from testing will also apply from 20 May 2018.

5 – Other consultation questions

DVLA also asked whether testing should be made biennial, but concluded that this would require a change in legislation, and it wouldn't be feasible to implement this before the primary change of legislation needed to implement the main proposal.

The consultation also asked whether there should be an annual mileage limit for exempted vehicles, but respondents were generally against this, and as it's not required by the EU Directive, DVLA decided not to implement this aspect.

Public reaction

There has been a mixed reaction to this on social media – many are grateful for the removal of the hassle of taking their cars for MoT every year. I'm particularly pleased because as well as my Triumph featured in these pages, I own two former Maltese route buses (repatriated to England), and it has been a struggle to find a rare Class V testing station. However, others believe the new rule will lead to death traps on the roads. The latter comments were invariably answered by those who pointed out that owners have a responsibility to maintain their vehicle in roadworthy condition, which could be checked by the police at any time. Regardless of having or not having a test certificate, any vehicle on the road must comply with current Construction & Use Regulations and be maintained in a roadworthy condition.

A friend of mine who used to be an MoT test inspector reminded me that: *"once upon a time there were no MoTs. Accidents or collisions caused by mechanical defects or failures were roughly 3% of all such – Ministry figures. Nowadays, with all the ever more stringent testing, etc., the figure is, er 3% - Ministry figure; indeed, a poster at one of our local testing stations suggests it is 5%. We all know, if we are honest, that accidents are caused by drivers, not (e.g.) a split dust cover on a suspension ball joint"*.

In conclusion

From 20 May 2018, most TSSC members will have a choice. To MoT or not to MoT? On the face of it, this makes life easier. But if I may, I'll add a personal view, taking my own 13/60 as an example. Having been in the family since new, I know that it usually passes the MoT fairly routinely. But last year I only did 100 miles, and now there are now advisories on it such as brake imbalance, presumably because it hasn't moved for a while. So we can't assume that just because a car has a current MoT, it's fully roadworthy by the time the MoT expires. If you decide not to bother with MoT tests any longer, or to have them done much less frequently, it's even more important to check your car. Better still, have a knowledgeable garage check it, as they will be accustomed to doing MoT pre-checks, and may have equipment to check things like brake balance and effectiveness that could be safety critical. Plus remember your car must by law be roadworthy and could be inspected by the police. And you wouldn't want to risk an accident to your pride and joy. If in doubt, give yourself the peace of mind of an MoT pass certificate!

Further information

You can read all the documents relating to the consultation, and DVLA's response at:

<https://www.gov.uk/government/consultations/roadworthiness-testing-for-vehicles-of-historic-interest>. Or search for **"roadworthiness testing historic vehicles"**. The main 23-page document is at the top.

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There is footage of the Le Mans and Rally exploits, along with interviews with former Triumph personnel, historians and enthusiasts.

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Traditional TR

Approx. running time 180 minutes

Code Name: STAG

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Approx. running time
80 minutes

The DVD charts the Stag, the only Triumph to use it's secret code name as the final model name, from the original concept by Michelotti through to the success that it is now.

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 The 1972 Continental Challenge will...
 The 1972 Continental Challenge will...

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In the December issue...

We tell the story of a one-owner **GT6 MkIII** that recently emerged from a five-year restoration. Plus **Matt George** reports on taking part in the 2017 Ten Countries Run in his 2000 saloon, **Nigel Clark** takes his TR6 to the MoT station and **Gary Stretton** relates the latest progress on his **Peerless GT** project.

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VITESSE CONVERTIBLE WANTED. Prefer nice condition original car must be CV number , with "O" overdrive preferred. Consider anything at the right price good /bad/ or ugly, call me on 07876 616886 (9am to 9pm please) Russell Johnson (Hampshire)

Vitesse

SUNROOF SALOON 1967. Overdrive. Pictures of rebuild. MoT November. Alternator, electronic ignition. Original looks. Genuine reason for sale. Mike Hoyland (Warwickshire) 01926 853660.

DOLOMITE



SUNROOF SALOON 1967. Overdrive. Pictures of rebuild. MoT November. Alternator, electronic ignition. Original looks. Genuine reason for sale. Mike Hoyland (Warwickshire) 01926 853660.

13/60 HERALD CONVERTIBLE With 1500 engine and overdrive, owned 30 years, restored 1994, New MOT, Electronic ignition, S/S Exhaust Good general condition, Rare Hardtop, Daily Driver £3950 Jonathan Selwyn (Stamford Lincs) 07748 186846.

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TR6 (Late) FUEL PIPE KIT Automec Fuel Pipe kit for Triumph Stag. New Old stock Bargain. Half price to Clear. £25. TSSC Club Shop (Leics) Tel:01858 434424 option 2

HERALD/VITESSE SALOON GLASS Front screen, rear screen and two rear side glass sections for a saloon model Herald or Vitesse. Free! Reluctant to scrap, needs to be collected. Cumbria FREE george shannan (CARLISLE) Tel:07968 338919

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SPITFIRE 1500 Short Engine, Gearbox, 5 wheels with tyres, Differential, refurbished cylinder head, gearbox's (non-O/D & O/D) & refurbished SU4's. Too many other parts to list. Call for details or offers. Offers Tim Walters (Cambridge) 01223 208042.

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SPITFIRE MKIV STEEL HARDTOP. Factory Hardtop in Yellow. Good condition. £100 Peter Douglas (N. Wales) 01248 853725.

HERALD VITESSE SPIT PARTS Including O.E 1200 Cover, S/H engine parts, air filters, EBC Brake Pads, Badges, Workshop Manuals. Others. Simon Canham (Cumbria) Tel:07901 842248

VITESSE MK2 BOOT LID Good condition, offers. Ideal as a spare. Very difficult to find. Keith Power (Lancashire) 07594 604523

13/60 HERALD Four steel wheels, 13" cream. In very good condition. No Dings. £80 ONO Don Davies (Atherstone) 01827 716006.

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PARTS WANTED

WANTED TRIUMPH 13/60 CONVERTIBLE HOOD COVER in reasonable condition. Simon (London) 07570 278925.

SPITFIRE MKIII HOOD FRAME wanted, later type with mk4 style fixing handles. Simon Butler (London) 07570 278925

DASH WANTED Triumph TR4a LHD dashboard wanted in good condition or for light renovation. Other used items wanted in good condition, dashtop, windscreen, rear light lens, good used carpet set in black,

gearbox tunnel, front sidelights, bumpers. Simon Butler (London) 07570 278925

ALLY BUMPER Still looking for a front near-side/passenger side front quarter bumper. Consider full set/part set. George Shannan (Cumbria) 07968 338919.

EXHAUST MANIFOLD Wanted Toledo/Dolomite 1300 Exhaust Manifold. e-mail simoncanham46@gmail.com Simon Canham (Cumbria) 07901 842248.

BONNET TOP Wanted for 13/60 Herald or Vitesse. Front Edge Needed Simon Jones (Hereford) 01981 250762.

WINDSCREEN RUBBER Wanted Windscreen Rubber for Herald 13/60 Saloon. Good price paid. Frank Bell (Northern Ireland) Tel:02893 329440

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Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC MEMBERSHIP INFORMATION PACK

TSSC - Sunderland Court Main Street, Lubenham, Market Harborough, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936
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<http://www.tssc.org.uk>

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MAGAZINE COPY DATE

All magazine material must be received **BEFORE 8th** of each month prior to the month of publication.

DEFINITION OF DEADLINE - Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance of the deadline.

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Please only contact the relevant secretary with specific questions on each model and ONLY at reasonable times. Remember this is a voluntary service and each secretary will only deal with problems and enquiries in his or her own specific area and car model. Whilst any information given by the following officers is provided in good faith, no responsibility is accepted by them or the TSSC in the event of problems arising after acting on advice given.

HERALD 948/1200/1250

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh, Northern Ireland. BT62 2DU.

Tel: 028 38 849063 e-mail: herald@tssc.org.uk

HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG
Tel: 020 8302 0059 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
Tel: 01672 514241 e-mail: spitfires@cadley.org

SPITFIRE Mk IV/ 1500

Steve Payne, 47 Tiverton Drive, Horeston Grange, Nuneaton Works. CV11 6YJ.
Tel: 07885 449609 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA
Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 Mk1/ II/ III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA
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<http://cook1e.blogspot.co.uk/>

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Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.
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TR7/TR8

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Tel: 01444 450941 (Eves) e-mail: stag@tssc.org.uk

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TSSC TRIUMFEST UK EVENT MANAGERS

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Di Allen & Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF.
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TSSC PUBLIC RELATIONS OFFICER

Vicky Dredge, 2 Brookhampton Close, Redditch, Worcs. B97 5FF.
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TSSC

Area News Review

December 2017

Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



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Sunday 24th June 2018.



The Peak Run Team are planning to make the 30th Peak Run something special. So why not join us for the whole weekend with the usual crazy entertainment.

Camping will be available from Thursday 21st until Monday 25th June 2018.

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AREA DIRECTORY

**DIRECTORY CHANGES TO
AREA LIAISON OFFICERS**
DI ALLEN, NIGEL HILL
TEL: 07976 163006
 E-MAIL:
nigel.hill@hotmail.co.uk

This Directory is kept up-to-date by the Area Liaison Officer so that Members may meet with other Members and enjoy the social side of the Club. Any Member is welcome to attend any meeting and take a friend. Why not contact your local Area Organiser and find out what's happening.

Please note that TSSC Area Organisers are volunteers and avoid calling after 9pm.

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

SCOT CENTRAL	Michael McCallum: 07725 804602 Jacqueline Rankin: 07853 153691 Danny Stroud: 07823 539047	Harvester, Springfield Quay, GLASGOW.G5 8NP	1st Thurs. 7.30pm Last Thurs. Eves.
SCOT N. EAST		Various - see report in Area news	

NORTHERN AREAS

CHESHIRE	Henry Jones: 07779 878125	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs.8.30pm
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548	Advertised in Cumbria News & Website	Last Sun.12 midday
MANCHESTER	Wayne & Anne Ash: 07770 565670	Ye Olde Red Lion, Manchester Road, Warrington, WA3 6JT	1st Tues. 7.30pm.
NORTH EAST	Mark & Lorraine Kilgallon: 07954 784342 Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976	HYDE, SK14 5EZ The Travellers Rest WITTON GILBERT DH7 6TQ	1st Sun. 7.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Vikings Landing Stonebridge LIVERPOOL L11 2BD	1st Tues. 8pm.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
WIRRAL	Richard Lloyd: 0151 625 3172	Cottage Loaf - THURSTASTON. CH61 0HJ.	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 07766 354449	Greyhound Inn - RICCAL YORK. YO19 6TE	4th Tues. 8pm
SOUTH YORKS	Richard Oakes: 07702 492349	Crown Inn - Barnburgh, DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 07944 909823	Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 07970 619149 Colin Wright: 01733 531580	Smalley Common Ex- Servicemens Club ILKESTON DE7 6FY	1st Tues. 7.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ	1st Tues 6.30.pm
LINCOLNSHIRE	Simon Oliver: 07841 450715 Carl Wright: 07534 331830 Nigel Hill: 07976 163006	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTS	Nigel Hawes: 07879 491778	Sandy Pate Sports Bar, Mansfield Town FC. NG18 5DA	3rd Wed. 7.30pm
NORTHANTS	Thomas Cope: 07972 039532	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
OXFORD	Nick Morse: 01869 246543	Duke of Cumberland's Head - CLIFTON. OX15 0PE	3rd Tues. 7.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	The Golden Pheasant. Main Road. ETTON. PE6 7DA	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 0770 1049881 Simon Morgan : 07786 806189	The Lion - Priorslee, TELFORD, TF2 9NN. Bill Bate: 07887 605778	3rd Wed. 7.30pm.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Chris Allen: 07505 110922	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
WORCESTER	Vicky Kitchen: 07745 299457	Sharmans Cross PH - SOLIHULL WEST MIDS B91 1HT	3rd Wed. 7.30pm.
		The Nightingale - Spetchley, WORCESTER. WR7 4QS	1st Mon. 7.30pm

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215	The Trevor Arms - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
SOUTH WALES	Alan Gourley: 07802 204068	Six Bells Inn, Broadstreet Common, Peterstone CF3 2TN	Last Tues.7.15pm

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	"Passing Thyme" Cafe RAYLEIGH ESSEX S511 8SJ	2nd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324 (Venue Swaps Monthly)	The Wharf - DARTFORD	4th Sun. 12 Noon
NORFOLK	Mike Carroll: 07828 103064	The Good Intent - HORNCURCH	April to October
SUFFOLK	Colin Wake: 01206 250360	The Oak Tree Ipswich Rd NORWICH NR4 6LA	2nd Mon. 8pm.
		Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233	Nortel Social & Athletic Club - NEWTOWNABBEY BT37 0EB	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. 8pm.
CANTERBURY	Derek Hewett: 07749 232024	The Granville, Faussett Hill, CANTERBURY CT4 7AL	1st Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK. RG27 9EH	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Raven. HEXTON, HITCHIN SG5 3JB	4th Mon. 8pm
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672	Various - See report in Area News	Call for details
WEST KENT	Colin Robertson: 07810 102525	Moody Mare - Seven Mile Lane, KENT. ME18 5QY	Last Tues 7.30pm
NEWBURY	Lloyd Garvey: 01635 255159	The Royal Oak, London Rd, FLIMWELL. TN5 7PJ	Last Wed at 7.30.
		The Cottage, Bucklebury. READING. RG7 6QJ	2nd Wed. 7.30pm
		Fox & Hounds, Donnington. NEWBURY. RG14 3AP	4th Wed. 7.30pm
SOUTHERN SURREY	Mike Gooding: 01252 722432 Clifford Darby: 07900 657176	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
		Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Tues. 8pm.
EAST SUSSEX	Ian Gordon: 01273 813691	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
WEST SUSSEX	Nigel Ayre: 01403253034.	George & Dragon, Dragons Green - HORSHAM RH13 8GEB	3rd Thurs Eves.
THAMES	Mickey Hazell: 07773 623807	Fairmile Inn, Portsmouth Rd, Cobham KT11 1BW.	1st Thurs.8pm
		George Inn - 29 Windsor Road, WRAYSBURY. TW19 5DE	3rd Thurs. 8pm

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Bell, WEYHILL, SP11 0PN	2nd Thurs. 8pm
AVON	June Wrighton: 0744 3641162	The Wishing Well - CODRINGTON BS37 6RY	1st Tues. Eves.
CORNWALL	Carol Coventry: 07979 464643	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599	Claycutters Arms, Chudleigh Knighton TQ13 0EY	3rd Wed. Eves.
NORTH DEVON	Darren Groves: 07806 351499	Ring A.O. Details	1st Sun. Lun
DORSET SOUTH	Robin Nicholls: 07920 549474	Crealock Arms - BIDDEFORD. EX39 5HN	1st Thurs. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SOMERSET	Martin Hughes: 07760 384236 Derek Giles: 01934 515376	Aviator Inn - Staverton, Gloucs Airport. GL51 6SR	3rd Mon. 8pm.
SWINDON	Guy & Suzie Singleton: 01672 514241	Puriton Inn, Puriton, BRIDGWATER, TA7 8AF	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	The Village Inn, LIDDINGTON, SN4 0HE	3rd Weds. 8pm
		Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

OVERSEAS Contacts		
COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	Randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	Stefan.vanendijk@purolator-afg.com
DENMARK	Richard Powney	richardpowney@gmail.com
GERMANY	Hans George Stumpf	hgs-systems@onlinehome.de
GREECE	Soulis Papatanasios	Soulisshellas@gmail.com
FRANCE (Brittany)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
ITALY	Pietro Noe	pietro_noe@libero.it
JAPAN	Shinichiro Nakano	nakanoryugasaki@yahoo.co.jp
NETHERLANDS	Edward Marinus	marinuse@ziggo.nl
NEW ZEALAND	John Etheridge	Johnhetheridge@aol.com
SOUTH AFRICA	Karl Illenberger	karl@kre.co.za
SWEDEN	Odd Hedberg	Odd@triumphclub.se
SWITZERLAND	Robin La Barre	Robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221

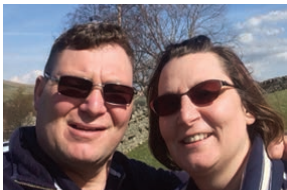


ALO REPORT
ANDOVER . . AVON . . SOUTH BUCKS

TSSC AREA NEWS

AREA LIAISON OFFICERS
email nigel.hill@hotmail.co.uk
Tel. 07976 163006

It has come around so quickly the final write up for area organisers for this year. We would like to thank those areas who have already sent in their forms to us, please keep them coming either it be via email, Angie or text, so long as they are filled in by two different members who attend your meeting, membership number on the forms.



You can not have other AO's sign you in if they are running your area with you. Please let us know if you as an area organiser are having issues getting the registration form signed, also if you no longer wish to continue with your area! Speak to us.

Thank you those volunteers helping at the NEC, great weekend all round. Don't forget open day at TSSC head quarters on Sunday 3rd December, it would be fabulous to see as many members and AO's as poss. Shop will be open, beer will be flowing and mince pies etc for tasting.

Thank you again to all your hard work throughout the year. So here is wishing you all a very merry Christmas and a happy new year.

Cheers

Nigel & Di
see you in 2018.

ANDOVER Tel. 01672 514241
e-mail: guy@bondequipe.org
e-mail: spitfires@cadley.org

As I write this we are just packing up for the Classic Motor Show at the NEC so will have missed the November meeting, but are looking forward to our **Christmas Meal to be held at the Chalkhill Blue near Andover.**

Don't forget to bring your 'naff raffle'/Secret Santa wrapped gift, so that we can have the usual hilarity - or otherwise - at least everyone gets a gift to take home with them.

We imagine there will be the usual Boxing Day and New Years Day meets but haven't researched any as we may be in Scotland for at least some of the Holiday period, although will probably be back before Hogmanay.

Now a Note from Bob:

Despite good weather for driving our cars, a select group last night with Guy and Suzie away at the Classic Motor Show. Southampton Bob, Ed (both in TR6's), and Andy. Ed and Andy being TR7 fans, there was much talk of TR7's. Ed has just bought another one which he drove back from 'up North' and he seems pleased with it. We were looking forward to our Xmas meal at **The Chalkhill Blue on 14 Dec.**

Bob

Thanks Bob, the Next meetings are on:

Thursday 14th December - Christmas Meal at The Chalkhill Blue, Hawker Siddeley Way,

Andover SP11 8BF

Thursday 11th January - Regular meet at The Bell, Weyhill, SP11 0PN

Guy & Suzie

EARLY DEADLINE

FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER
PLEASE. DUE TO CHRISTMAS BREAK

AVON Tel. 0744 3641162
email: junewrighton@gmail.com

As we approach the end of another year, I am pleased to say that Avon area will have a new AO from January. Dave Stroud has agreed to take on the role and I am sure he will do an excellent job. After many years as AO it will be good to just attend the meetings and enjoy our cars, however on the whole it has been a good experience. I would also like to thank Angie for organising the Christmas meal this year.

Another lively meeting in November with Phil telling us about his work on a Gitfire which seems to be in a sorry state and rusting away each time he looks at a new panel. Best of luck with that, then I think you have to make an effort with the Herald!

There was much discussion about MOT exemption with I think the majority saying they would still get an annual check done on their car.

As we approach winter, some of you may be thinking about LED lights. There was a very useful article in FBHVC magazine, issue 5, 2017 which I will try to sum up. They indicate that it is legal to fit LED lights in the following situations (date is when vehicle was first registered) and all must be in original lamps:- Front side lamps; before 1.1.72; tail lamps before 1.1.74; rear registration plate lamps before 1.4.86; stop lamps before 1.1.71.

There are situations where it is not legal when the vehicle does not meet minimum wattage as specified in the regulations:- stop lamps after 1.1.71; direction indicators (flashing type) and headlamps are generally non-compliant with the regulations. It is a complex area based around wattage levels and I would advise getting proper guidance before fitting.

May I wish everyone a Merry Christmas and a Happy New Year

Jane

SOUTH BUCKS Tel. 07818 052276
e-mail: varsas20@yahoo.co.uk
www.tssc.org.uk

Hello all. This will be a short area news this month. As is usual at this time of year my Stag is in semi-hibernation, only coming out occasionally due to the fear of salt on the roads, which is already covering the nose of my every day car.

I do, however, intend to go to an Ace café meeting at some point over the winter, it must be a few years since I have been and it feels like such an adventure going when it's cold and dark.

The Christmas meal is penciled in for December 9th. If you would like to come please call or text me and I'll try and fit you in. This will be happening at the Squirrel pub (the same venue as our monthly meetings), please see their website for the menu choices. Our next meeting is on **December 20th from 8pm, at the Squirrel pub in Penn Street.**

Keep your self warm and your tyres pumped up, and I hope to see you at a meeting soon!

Daniel.

AREA ORGANISERS REGISTRATION FORM 2018

It is a requirement of the Triumph Sports Six Club Limited that all Areas operating under the name of the Club elect a representative to be known as the Area Organiser.

The term of office to be for one year from **1st January 2018 to 31st December 2018**, unless a duly elected substitute be registered during that time. If Areas elect **Joint** Area Organisers please **COPY** and complete a Registration Form **each**.

Area Organisers duly elected by their area should have their election confirmed by 2 separate, current TSSC members who live in the area for which the Area Organiser has been elected.

Note: Please read the A.O. Code of Conduct overleaf before Signing.

I Membership Number: /
 as **Elected Area Organiser** wish to **REGISTER** Area
 with the Triumph Sports Six Club for **2018**.

My address is:

Postal code: Telephone Number

e-mail address:

Signed: Date:

Area Meeting Venue:

Postal code:

Meeting Day/Time:

Organiser Confirmed by:

I Membership Number: / confirm that
 has been elected by (area)
 to be our Area Organiser for 2018. Signed Date: / /

Organiser Confirmed by:

I Membership Number: / confirm that
 has been elected by (area)
 to be our Area Organiser for 2018. Signed Date: / /

Any amendment to Area Registration details through the year **MUST** be notified to the Area Liaison Officers so that the Area Directory may be kept up to date. This form to be **RETURNED AS SOON AS POSSIBLE** to:



TSSC Area Registrations.
Di Allen & Nigel Hill
32 Hollyhill Road, Selston,
Nottinghamshire. NG16 6EF
E-mail: nigel.hill@hotmail.co.uk



AREA ORGANISERS CODE OF CONDUCT 2018

PLEASE NOTE: By Signing the Registration Form overleaf you will be agreeing to abide by the following Code of Conduct for Area Organisers.

- 1. REGISTERING YOUR AREA:** Please register your area no later than **31st JANUARY** annually to ensure you are meeting with the requisite Public Liability Insurance Cover from the TSSC (if you want a copy of this you can download the certificate from the TSSC website homepage) this is to protect the Area Organiser and the Area Members.
- 2. ELECTION:** Area Organisers duly elected by their area should have their election **CONFIRMED** by 2 separate, current TSSC members who live in the Area for which the Area Organiser has been elected.
- 3. AMBASSADOR :** Remember as an elected TSSC Officer you are an **AMBASSADOR** of the whole TSSC and should act accordingly.
- 4. POLICIES:** Support TSSC policies that will have been made and voted upon by the majority at the TSSC AGM and also in the current TSSC Rules of Association.
- 5. COMPLAINTS: The Area Liaison Officers** will be your first port of call if you have a complaint about the TSSC (we do not want you airing your complaint on social media or forums as this may damage your Area and your Club) most matters are easily resolved, or can be by contacting the above! The utmost will be done to resolve the issues you may have.
- 6. CONFIDENTIALITY:** As an Area Organiser anything that is sent to you via an official of the TSSC needs to be treated as confidential unless stated otherwise.
- 7. POWER FLAGS AND BANNERS:** As Area Liaison Officers we have 2 sets available for you to use at your local shows if required, to promote your Area and the TSSC.
- 8. STANDING DOWN:** If you are standing down as an Area Organiser you must hand over to the incoming Area Organiser all Area funds, bank details, flags, banners, bunting etc and anything that is significant to the Area. If there is no one to take over the area please contact the TSSC Area Liaison Officers who will advise.

Most importantly **You and Your Members** are **"The TSSC"** so enjoy your Triumphs and all **YOUR Club** has to offer.



Any amendment to Area Registration details through the year **MUST** be notified to the Area Liaison Officers so that the Area Directory may be kept up to date. This form to be **RETURNED AS SOON AS POSSIBLE** to:

TSSC Area Registrations. Di Allen & Nigel Hill
32 Hollyhill Road, Selston, Nottinghamshire.
NG16 6EF

E-mail: nigel.hill@hotmail.co.uk



CHESHIRE

Tel. 07779 878125

www.tssc.org.uk

e-mail: cheshire@tssc.org.uk

TSSC AREA NEWS

EARLY DEADLINE

**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER
PLEASE. DUE TO CHRISTMAS BREAK**

Merry Christmas to all. Do not ask Santa for cast iron, you will get a reply indicating the capacity of the sleigh is not sufficient for Triumph cast iron.

I've just copied the following words from an eBay GT6 advert. 'This car is a good basis for a winter restoration, or a little TLC and holding out for its MOT exemption early next year.' No comment.

Last month I reported that Heap of Vitesse's overdrive was having a tantrum. I have now sacked the electrician, who pushed the solenoid wire into the connector (with the intention of pushing it fully home later) but left it making no electrical connection. I have referred to my July 1995 John Kipping catalogue, which states 'Not working, check electrical side, if OK probably need exchange unit.' RTFM!

The Directors of Cast Iron World thought it would be a good idea to venture south and attend a Snagfordshire meeting once again. Modern transport was used (better heater and headlights, etc) and a pleasant evening ensued. We heard about the pitfalls of trying to drive a long distance in a Stag, followed by the pitfalls of trying to drive a long distance in an old Volvo, the Stag having been returned to base. Getting a (Volvo) wheel bearing fixed in Switzerland is always going to involve open wallet surgery, but when it's performed by the most prestigious classic repair emporium in the vicinity, it hurts even more.

We also heard about replacing the 'rear spring thrust buttons' with PTFE versions, as described by a Dutch Spitfire Club (<http://www.triumphspitfire.nl/>) and follow the 'Tech Articles' link. Fortunately this site seems to be in English.

On meeting night, the MD turned up at the Branch Office in his GT6, apparently the first time it has ventured out of doors on a November evening since being rebuilt. As we approached the Crown and Pinion car park, it was noted that a yellow Spitfire was in front of both of us. Paul arrived later in his GT6 so we had four Triumphs in the car park. It seems I have been voted in as AO for another year. Three of us are heading for Stoneleigh (more below).

We discussed PTFE thrust buttons and laygear repairs (not sure what the conclusions were), how Steve's VW vanished in the middle of the night, and other items.

The MD claimed he only had one spare engine, but two blocks, several cranks, two sets of pistons and rods and several (many) cylinder heads makes two and a bit spare engines in my book. The man from Crewe asked where the overdrive solenoid was located on Hark the Herald. We then established that the intended meaning was relay, as I had been assisting with Vitesse overdrive relays in a previous report. My plea to use the correct coloured wiring seems to have gone unheeded.

Paul and I travelled to Stoneleigh. The was a bit of déjà vu as we joined a queue of cars some distance from the entrance, and there was moderate progress over the next 15 minutes to the point where we were parked. Unlike previous Stoneleigh events, this one was only in two halls and outside. Hall 4 (where the TSSC had their stand) was around fridge temperature, as was outside, while Hall 3 was a little warmer. The NEC is expected to be a bit warmer still. A conversation with Bern about insurance matters and the MOT changes next May indicates that having the annual MOT is a very good idea. I will try and elaborate at the next meeting.

There's little in my list for December, except the **Club Open Day on December 3rd**, so it's preparation for Christmas and try to make some progress on the long list of things that need doing on the house.

Our next meeting is on **Thursday 7th December at the Cock and Pheasant.**

Henry

CORNWALL

Tel. 07979 464643

e-mail: carol.63@hotmail.co.uk

www./autos.groups.yahoo.com/group/cornwalltriumphs/

Hi All. Firstly some news from Trudy and Tristan who attended with other Triumph members the West Cornwall Vintage Vehicle Road Run on Sunday 29th October.

We left Smokey Joes at 11am after a great breakfast. About 30 cars, 10 Lorries and 4 motorbikes turned out for a lovely run to Geevor Tin Mine at Pendeen.



From the Triumph Club was Malcolm, Tom, Jayne and John, Sally-Ann and Anthony, Trudy and Tristan and Carol made it to Smokey Joes and then had car trouble. The weather started a bit drizzly but soon cleared up. We headed out from Redruth towards Falmouth, over Treluswell Roundabout, over



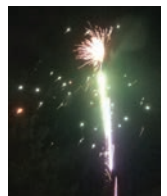
Treleiver Roundabout then onto Helston. From there we went through the picturesque village of

Marazion where the sun shined on St Michael's Mount. Then we headed through Penzance towards Pendeen where we parked up in Geevor Mine's Car Park and stopped for a cup of tea and a pit stop to admire the other cars, Lorries and motorbikes. A total of 41.6 miles.

Part 2 of the run we headed out of Pendeen towards the very scenic coast road past Zennor towards St Ives and turned off towards Hayle to Logans Moor Roundabout where we went through Connor Downs towards Treswithian and through the main street of Camborne where we left the convoy to continue their journey through Tuckingmill and Treleigh before returning back to Smokey Joes. A total of 71 miles from start to finish. It was a brilliant afternoon outing.

Many thanks for this report, I was so gutted that my car let me down, I only waited 30 minutes for the AA man who got the car started and followed me home, thinking on the lines of an electrical fault.

That afternoon saw me sorting out my garden for the next event which was our Firework Night. With 25 attending we had a good assortment of fireworks and a table over flowing with food, my mums pasties went down a real treat. A very enjoyable evening was had by all, missed seeing you Jane and John shame you got the wrong night! I do hope that you got to set your fireworks off though.



Onto December we go and our next event will be our Dinner and Dance at The Fowey Hotel, a new venue for us this year, all that have booked are looking forward to a great night and thinking of past years we certainly



CORNWALL . . . COVENTRY

TSSC AREA NEWS

Cornwall Continues

will do. All that is left for me to say this year, is to wish you all a very Happy Christmas and a Triumphant 2018. Happy and Safe Motoring everyone

Carol

Up Coming Events December

- Saturday 9th Christmas Dinner and Dance**
- Thursday 14th Club Night at The Hawkins Arms Zelah January 2018**
- Thursday 11th Club Night at The Hawkins Arms Zelah**
- Sunday 28th Lunch and Car Run organised by Jane and John email to follow.**

COVENTRY Tel. 02476 457487 e-mail: phillyncovtssc@yahoo.co.uk

Hi Guys. Not a lot to report on this month but still a few things to look forward to. Our regular meet with the Heart of England club at the Griff in Bedworth on Sunday the 8th of October tuned out to be a lovely day weather wise, unfortunately the grass had not been cut again so the car park was comm a n d e r e d, there was a good turnout of over 50 vehicles and as usual some not seen before, there is always a good variety at this event, out came the chairs by the cars and a good hour was spent having a noggin and a natter with the clan. Sunday 15th October was our Dalos (Drive and Lunch on a Sunday) Day run which was planned by Rikk & Jeanette, 14 of us in 7 classic cars met up at the Corner House Pub Nr Bulkington to start a great run which took us through Bedworth and Attleborough



before heading to the villages of Burton Hastings, Wolvey, Copston Magna, Monks Kirby, Pailton, Harborough Magna, Bretford, Wolston, Brandon and Kings Newnham before concluding at the Bulls Head in Brinklow for an excellent Sunday Lunch. The weather was good to us so it was down

with the hoods for the run and yes the sun shone on us once again on our Dalos Day. A great run, in great cars and in great company well done Rikk & Jeanette.

Tuesday 7th November our monthly meet at the Bull & Butcher and what an awful night weather wise it had been raining all day and continued throughout the evening, still it didn't deter 16 stalwarts tuning out for the meeting, after a stomach busting meal we stayed in the restaurant for the meeting as the snug was already occupied.

First on the agenda was the election of Area Organiser for

the forthcoming year, after fighting of all the opposition we're sorry but you have got to put up with us again for another year (we got lumbered again), no joking aside we are pleased to carry on.

November Dalos Day on Sunday the 19th planned by Steve & Sharron, we will meet in the layby on the A444 in-between Bedworth & Nuneaton just before Amid's Palace at 12.15 pm ready to leave at 12.30pm, must have numbers by Wednesday 15th.

We will be planning **December Dalos Day which will be on the 17th but we need a volunteer for the January one on Sunday the 21st.**

What used to be Wood Farm Brewery Nr Willey, Lutterworth has now re opened as the Barn Restaurant and there will be a classic car meet on Sunday November 26th starting around 11.00am. and Sunday lunch will be available plus plenty of real ales to be sampled.

Don't forget if you haven't yet, booked your tickets for the **Heart of England Buffet Dance at Bulkington on Saturday 2nd December** and yes Tommy & Sandra and Co will be doing the Buffet again so we know it will be excellent. **Sunday 3rd December TSSC open day at Lubbenham** we will meet in the car park of the Elms in Lutterworth (the one by the Frank Whittle Island) at 11.00am to travel in convoy and yes will be there this year.

We have booked the **Queens Head in Bretford for the annual Darts, Skittles, Quiz & Hot Buffet evening with the ASOC for Wednesday 14th March.** This is a really enjoyable evening out so put it in your diaries now, the price is £10 a head and all monies must be in by our March meeting on **Tuesday the 6th of March.** Don't forget save all those unwanted Xmas presents for the raffle.

Our **December meeting at the Bull & Butcher on the 5th is our Christmas Meal night** , 7.00pm ready for the meal to be served at 7.30pm. Dress of course is festive.

Already starting to get info for 2018 events the first received is **Rushden Cavalcade on the weekend of 5/6/7th May.**

We were informed by Mike Hadley that this year we have been invited to participate in the **Nuneaton Carnival Parade on Sunday June the 10th** further details to follow but those interested let us know ASAP.

That's all for know folks
Regards

Phil & Lynn

Forthcoming Events :-
Saturday 2nd December Heart of England Buffet Dance at Bulkington, live entertainment. Tickets £7.50
Contact Roger Perkins on 07860 826607 or contact ourselves.

Sunday 3rd December TSSC Xmas Open Day at Lubbenham. Meet at the Elms Lutterworth at 11.00am.

Tuesday 5th December Our Monthly meeting at the Bull & Butcher, Corley Moor, to incorporate our Christmas meal, Dress is festive Arrive 7.00pm ready for meal at 7.30pm

Sunday 10th December HoE meet at the Griff 11.00am. Just turn up.

Sunday 17th December Dalos Day Run Planned by ourselves details to follow, Dress and cars in festive attire.

Monday 1st January MVPS New Years Day Run Awaiting details.

W/E 5/6/7th May Rushden Cavalcade
Sunday 10th June Nuneaton Carnival
Details to follow.

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PLEASE. DUE TO CHRISTMAS BREAK

CUMBRIA

Tel. 01229 474077

e-mail: roy.anne@tiscali.co.uk

At the October meeting in the Pennington Arms Ravenglass Phil and Roy agreed to carry on as Cumbria AO's for next year, as no one else volunteered. The arrangements for the Xmas party were discussed and confirmed.

The Xmas party will be held on Sunday 17th December starting at 12 noon at the Kellbank Hotel, Gosforth. The pub is situated on the Eskdale road, which is the road that runs from Gosforth to Santon Bridge. The party will be in the upstairs room and it has been booked provisionally for 12 people at the moment. Would those wishing to come please let me know as soon as possible. If you were at the meeting at the Pennington I already have your name down on the list. The Menu will be a carvery, £9 per head with an additional charge of £3 if you want a sweet. Crackers provided. The usual attire Xmas jumpers or pay a fine. There will be a secret Santa so will every couple please bring a wrapped present costing no more than £10. There will also be a raffle with many liquid prizes.

By the time you are reading this the **Le Mans July 2018** bookings will probably be open. Anne and I and Phil and Sue will be going.

If anyone else from the area is interested please let me know and I can make the arrangements for you if you wish.

Meeting for **January 2018 will be at the Beehive Inn, Penrith, Sunday 28th January 12 noon.**

As mentioned in my last month's report it is the intention to have a "Cumbria on Tour" to the Outer Hebrides in 2019. Le Mans is next year and to do two big trips in our cars in one year would not be kind on them. September would probably be the most suitable time to hold it as the School holidays will be over. Just hope that the weather will be kinder on us than this last Scotland trip. I have done some research and for 7 days the cost would be 6 nights' accommodation per couple £550 plus the ferry costs £160. Route: Depart Oban on ferry to Castle bay, Isle of Barra. Short ferry trip from Barra to Isle of Eriskay, whiskey galore fame. Drive from Eriskay heading north through the Isles of South Uist, Benbecula, North Uist and Berneray. Causeways link all these Islands together. Short ferry trip to Isle of Harris and Lewis. Ferry from Stornoway back to the mainland, Ullapool. Anne and I lived on Benbecula for 4 years and we were married there so we know the area well. I know it sounds a long way off but in order to get an idea of numbers, let me know if you are interested. Before anyone asks, no you don't need a passport. Safe motoring

Roy

DEVON

Tel. 01548 821348

www. www.tssc-devon.org.uk

e-mail: sueandjohn@tssc-devon.org.uk

or e-mail : nigelk57@gmail.com

Facebook - TSSC Devon

The middle of October saw 10 Triumphs gather at the House of Marbles, accompanied by a classic Golf and Camper Van. Alas one member failed to take into account the change of time, but Dan & Danny arrived safely at the Burrator before the rest of us! On their first run with us were Jo, Peter B's wife, and Steve on his first run with us in the 2.5 PI. Also back were Keith, Melissa and Tuppence in Terrence the TR which was good to see. A nice 40 plus mile run around the edge of the moor, taking in Moretonhampstead and Okehampton, passing the weird Highwayman Inn and on towards Mary Tavy. Here we stopped in a queue of traffic as there had been an RTA and the Air Ambulance had landed.

EARLY DEADLINE

FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER PLEASE. DUE TO CHRISTMAS BREAK

Hopefully all were OK as we were on the way again after a shortish stop. Though we did not have a chance to say Hi, we know that Tony and Peter also came along to see the cars at the pub.

Quickly following on from that drive was October Club Night at the Claycutters. Only a couple of cars out but the pub was as usual busy with members eating, meeting etc. It was good to see David and Jill join us; in addition to his lovely Magenta GT6, he also has one of the 'Pete Christie' TRs. Les from Paignton came along too - he has an honest 2000 MkII which he uses as a daily driver. We also welcomed new members Stephen and Jane to their first meeting. Looking ahead to next May, some of us were even discussing our next trip to the Isle of Wight - we only have to get winter out of the way first. John's latest garage project is upgrading the lights in my Herald to LEDs, and also completing the transformation of the Stag's lights with LED sides and repeaters. Looking forward to being really visible in future!

Our November run was the annual Observational Drive for the 2 Jags Chris Trophy. Organised by last year's winners Roger & Maureen, we gathered in the car park of the Highwaymen Haunt at Chudeigh where we had a less than friendly welcome from the new management team, despite many of us going in for a coffee first. The only Triumphs out



were Nigel's Spitfire and Dan's Acclaim and a couple of TRs, but it was a better day weatherwise than we had been led to expect. Several teams took part, finding clues along the way, with a lovely drive around Haldon Forest in the winter sun. It was a hard fought 'competition', with only 1 point separating the eventual winners from the runners up. The wooden spoon went to Nigel and Sharon, which they said would come in very useful, whilst the trophy went to Bob & Marcia who have the honour of organising next year's. Runners up were Team Northcott, and Dan's team. Finishing back in Chudeigh, and by then joined by Terry, 22 of us sat down to a splendid lunch at the Phoenix, where we were made very welcome before driving home after another good day out with the Club.

COMING UP IN DEVON

The main event of course is the **Christmas Dinner at the Dartmoor Lodge at Ashburton on Saturday 2 December.** We have over 40 people again this year and the meal is booked for 7.30 for 8pm. There will of course be our usual Christmas raffle for charity as our regulars will know.

We will have our **December Club night on Wednesday 20 December,** a little close to Christmas but hey ho it has to be done.

And on into January, when Jackie & Allan have arranged our **Sunday lunch on Sunday 7th,** as usual at the Smugglers Inn on the A379 at Dawlish. The best carvery ever in our opinion and always one of our biggest attendances. If you can come, please contact Jackie & Allan on



DEVON . . . DEVON NORTH . . . ESSEX

TSSC AREA NEWS

Devon Continues

01626 852448 or email us. The plan is to meet up in the car park at Chudleigh at 12 noon.

We'd like to welcome all those new members who have joined the Club this year. If we have not already met up, we hope you'll come along soon as our meetings are always family friendly. Our motto is Good Company, Good Cars (or in some cases not so good) and Good Food. Irresistible!

There is still time to get your unique TSSC South West calendar. At only £5 each plus p&p can you be without one? In addition to loads of pics of our Triumphs (and yours may well be amongst them!), we have included area meeting dates and some shows. If you'd like one or two, please contact Nigel on nigelk57@gmail.com.

AND FINALLY – can we wish all our members a very Happy Christmas with lots of opportunities to Do More With Our Triumphs.

DEVON DIARY

Saturday 2 December Annual Christmas Meal

Thursday 7 December North Devon Meeting at the Crealock Arms, Littleham

Wednesday 20 December Club Night at the Claycutters Arms TQ13 0EY (incl AGM)

Sunday 7 January Run with lunch at the Smugglers Inn

Sue & John

DEVON NORTH Tel. 07806 351499 e-mail: darren@tssc-devon.org.uk

Date: Thursday 2nd November

Venue: Crealock Arms, Littleham. EX39 5HN.

After missing last month's Club Night (thank you Andy for filling in), I was back for the November meeting but without the Herald, as I had some chauffeuring duties to carry out beforehand and run out of time to swap over cars.

Malcolm Huxtable and Alan & Janet Brace were already there when I arrived in their 1500 & MK3 Spitfire's respectively. Alan & Janet being quite brave with the top down given there was a distinct chill in the air and even braver when they left as it was even colder. Andy Luckhurst soon followed along with Geoff & Dawn Wheeler and a little later Simon Whenmouth joined us as well.

As mentioned in last month's excellent report by Andy, Alan decided to sell his 1500 Spitfire to a previous owner, who quite by chance noticed the car at our recent Lynton & Lynmouth run, seems he was pestering Alan so much to sell that he gave in, some slight regrets I sense! So Alan is in need of a new Triumph fix, so let's make it our mission to find him something suitable, a Vitesse is top of the wish list.

Malcolm has been busy adding intermittent wipers and electronic washers to his Spitfire using parts from a Ford Fiesta and a Hotpoint washing machine (yes you did read that right). He has written up an excellent 3,200 word explanation of his work, too long to reproduce here, but it's with Bern so hopefully it will appear in a future edition of the Courier as a technical article.

Andy is still making steady progress on his TR4, he's had the fiddly job of trying to make working door handles from a selection on new & used parts, but he thinks he's cracked it now; next job is to sort out the fuel supply. In an attempt to focus Andy's attention, we've given him a deadline of next year's Drive it Day meet for it to be back on the road.

Earlier that day Nigel Kenneison had finalised details for the Devon/Somerset/Cornwall Calendar, Nigel has been working

hard on this for a while now, so it was good to see the final proof and at £5.00 (plus P&P) is good value and I managed to take orders for 5 that evening, with 2 more following the day after. I do think something underhand is going on between Nigel & Malcolm though as Malcolm's Spitfire seems to be on almost every page, I can only assume it was the outstanding paintwork on the car (I wonder who done that?) meant Nigel kept using it.

On the weekend after our Club Night, I met up with Malcolm and some other friends to visit the Restoration Show at the Bath & West Showground, Shepton Mallet. Martin and his guys from Somerset Area had put together a great stand featuring all 5 flavours of Spitfire, including a live display to remove an engine, no prizes for them this year but an excellent effort all the same.

That's it for another month.

Date of next meeting: Thursday 7th December 2017



Darren



FRI 6TH - SUN 8TH APRIL 2018 TSSC ESSEX 40TH BIRTHDAY

Friday Evening – Meet & Greet at Hotel

Saturday – Drive out through Essex Countryside, Buffet Lunch

Saturday – Dinner Set Menu

2 Courses £11.95, 3 Courses £15.95

Saturday Evening – 1970's Themed Disco

(Dress Optional)

Sunday Morning – Drive out to North Weald Airfield

A Weekend of Enjoyment to Celebrate

The 40th Birthday of Essex TSSC

Details: miketitchen@aol.com

Stay at
The Campanile Hotel
A127 Southend
Arterial Road
Pipps Hill
Basildon SS14 3AF
Or Just visit for any day

Drive out to Secret Nuclear Bunker
Buffet Lunch
Passing some of the old meeting places

Sunday Drive out to North Weald Airfield

Save the date in your diary for more info Contact Mike or Allan

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A busy month even though the car season is coming to an end. Still a lot of car tinkering to do for all of us.

On 15th we had an impromptu breakfast meet at the local Toby, no triumphs it was very cold, our Toledo clutch still playing up and gear box now on the Isle of Wight from the spitfire more about that later. We had a nice breakfast and later on we ended up at the secret nuclear bunker to meet up and discuss our up and coming **40th birthday next April**. As when we left we had a message to say that Mike their manager was available. We had several coffees, had a look at the event

GLOUCESTER . . . HERTS & BEDS



TSSC AREA NEWS

hall that we can use, and discussed Buffett. Things are moving on with the arrangements.

Another Mike there to chat to.

Talking of April we are well into the planning with the committee doing different jobs so many hands make light work. A great deal is being done by Mike Titcher, a driving force many thanks Mike and Sue.

We also had a meal and a visit to the Campanile where our base will be for the weekend. The food is excellent and we met up to discuss plans with the manager, Tracey who has been very helpful with giving us good prices for the weekend. There will be a lot happening in a fun filled packed weekend. A few bookings are coming in and they are keeping us informed with details **we can now book direct with them, or email us on awjannaway@hotmail.com or miketitcher@aol.com** for details or see our advert in the courier. Hotel Campanile email address is m.campanile.com ([basildon hotel](http://basildonhotel.com))

We headed out to the Southend fireworks on 28th October but no one was free as we had left it late to decide, so we made our annual event into a family event Jack and poppy loved it and this year was the best ever. This year the display was to music and this was very impressive. Found a great place to eat too.

We had a trip to the Isle of Wight to drop off the gear box from the spitfire to graham who is going to service and refurbish. We went for the weekend and took Jack with us staying at jacks fav hotel with a pool. We had a great time and we hope to go back in Feb to pick up possibly with Jack again, and will then run a tinkering day for a bit of help, as two of us getting it out was very hard work. Food will be served.

Now Kiki the Toledo had a problem once again with the clutch it seems to be a repeating issue with Toledo's. She has had yet another clutch change again and a New slave cylinder and hopefully is back up and running for now.

Club Christmas meal on 10th December lunchtime at our usual venue at the garden centre. If anyone wants to come let Janet know ASAP as deposits have been paid and food ordered but a phone call should be ok, to add extra people. Again must mention **40th birthday 6/7/8th April 2018**

Friday night meet and greet, Saturday run out, Saturday night party night, sun run out and goodbye. Special rate for rooms, and dinner, we have a disco. We have rooms reserve just mention Essex TSSC a fee for entry £5 one day £10 for the weekend per car.

Birthdays this month Chris Brewster in Spain, on 4th ray goldstone on 19th

New members a big welcome this month to David Old, Terry Dyer, and David Carter hope to see you soon at club day.

Everyone have a great Christmas and see you all in the new year, at an event or two.

Allan and Janet



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FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER
PLEASE. DUE TO CHRISTMAS BREAK

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Well thanks to Jane for last months words of wisdom, I'm still really busy but have put aside a little time to construct this the last news of 2017, so here we go.

I always moan about how long it takes to get to Shepton Mallet for the Footman James classic vehicle restoration show and as before Paul and I set of on yet another of our epic adventures.

They always have an excellent display of classics in the public parking and this time was no exception.

The automumble was little disappointing but a hot pasty and an excellent display of Spitfires on the Somerset area stand made the trip worthwhile.

The next day we were of to the restoration show at Stoneleigh, better, more to see and more to buy, there was a good variety of club displays and plenty of automumble to sift through, it was good to see Chris and Mel for a catch up too, there were quite a few other area members there too but fortunately for them they managed to not bump into us. Apparently Paul wasn't much use on Monday after being marched around two days on the trot but I'm sure the exercise will have done him good.

At this time of the year things go a little quiet as cars are tucked away for the winter and plans put in place for preparation for next year's events, as usual we've had a really busy season and enjoyed it to the full, what could be better than enjoying your car with like minded enthusiasts.

Next year will be just as busy and of course we have classic LeMans one of 2018s TSSC premier events, get your car ready or get a seat in someone else's just don't miss out!

Happy Christmas everyone, I hope santa brings you all the goodies that you wish for.

Andy

Events

Sunday Dec 17th the Malvern filling station breakfast club.

Monday Dec 18th area meeting @ the Aviator, staverton.

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Well most have finished with holidays and Christmas is rapidly approaching, we wish everyone a happy one. Members at the Raven continue to be well attended, often 20 - 30 each month...it gets noisy, busy and ...cosy in the back room.

Ray and I have been busy with Pete's Vitesse window winders, rebuilt Geof's TR6 gearbox and serviced Graham's Stag, then Stuart's new Spitfire has a whole lot of odd problems as always when you buy someone's rebuild, nice car, lots of now whats, Richard has his Herald back from Maulden completely rebuilt ...whoooh its like it just came out the showroom...amazing. Andy says his Spitty hybrid build gearbox is still working....must be doing something right

Geof hasn't tested his gearbox yet, well its been raining so now outings this month, we will have held our local area AGM and guess the same committee will be running for 2018, with no volunteers to take over its here we go again. Some guess-



HERTS & BEDS . . . ISLE OF WIGHT WEST KENT . . . LIVERPOOL

TSSC AREA NEWS

Herts & Beds Continues

work here in advance but its me as AO and Viv as treasurer We will be developing a plan for the next season with a run each month and some static events rolled, but intention to use the cars, not doing field sitting worked well this year, we plan some longer runs and even go mad with a stop over is in the plan.

There should be a Courier review of my Twiddle Day at HQ in September and we plan some more through 2018

I hope to do some at home for my locals, watch this space Christmas dinner is fully booked with 40 attending **The Raven on Dec 16th**, and all paid up yee haa !!

So roll on next years plan and some interesting outings
Happy Christmas

Pete

and the Herts & Beds team

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Tis the season to be jolly, Fa la la la, la la la la, tis also the time to choose if you still want us to be Area Organisers for the Isle of Wight, so please let us know your thoughts.

Thank you for all your support throughout the year, we have certainly enjoyed getting out and about in our cars and eating our way round the Island.

This month we have our **Christmas lunch on Sunday 17 December, 1pm, at the Breeze Restaurant, Island Harbour**, if you would like to join us and have not already chosen your courses then take a look at the menu (<http://www.island-harbour.co.uk/wp-content/uploads/2015/02/Breeze-Christmas-Menu-2017.pdf>) and let us know what you would like.

Hope you have all got the dates for the **29th Isle of Wight Triumph Weekend in your diary for next year, Friday 4th to Monday 7th May 2018**. Look forward to seeing you all there and if you are thinking of staying in a caravan, now is the time to book as they are selling out fast, call **Cherry at Appuldurcombe Gardens Holiday Park 01983 852597 mention the Triumph Weekend** and get your reduced ferries at the same time.

Happy Christmas, New Year and Motoring!

Elaine & Tracy

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November so officially cars go into hibernation till Easter, and moderns fine at meetings. Having said that, there is a Sunday lunch meeting to try. Midday, 2nd Sunday of the month at Forest Row. I'll report back next issue. So with no shows the news is a bit thin.

Wednesday came before Tuesday this month so Royal Oak meeting always good. Usual suspects there and great to see John again. Chris and I supplied the Triumphs in the car park but the weather justified the moderns. The move to the White Dog is on for the Jan meeting which will give a much better atmosphere, much more encouraging for first timers. Moody Mare on Tuesday nice and cosy. Annoyingly Halloween par-

ties did distract from attendance and train issues also gave some apologies for absence. Few Triumphs in the car park, I took Spiffire very brave and with hood up, I was very aware of the need for new bushes and trunnions in the back. Phil's stag looking good in the floodlights but Anne away so she and Hurricane, both missed. Especially as the group of 4 from Essex including Darren Sharp, the CT secretary, and another Hurricane owner popped down. Big thanks to them for their contribution to the evening. Another empty seat was Colin Hugh still recovering and we all send our best and hope to see you in Jan. And that will be our next meet as Christmas gate-crashes the Dec meeting.

So **Jan 30th - 31st next**.

Now **Sat 7th April. Detling showground**. First show of the year and if I get in quick we can have a club stand in the hall. I'll book for 6, looking for 5 cars to join me. Good side is its undercover so weather proof, warm, and a very large show so full day. Only bad side, need to be setup by 8.30 latest as they fill up fast, and the cars won't get past to the stand. So aim for 8 arrival. But I will need names in Jan. So with that and Chatham at Easter, the start of another great year. (I am assuming here I'm OK as the disorganiser for another year?).

Colin

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Hi Folks. There's been a lot of changes recently to the Liverpool Area, essentially I'm stepping down and I'd like to introduce **Mark Lamb** as your new Area Organiser.

Mark is an enthusiastic and avid TSSC member, with a distinctive Mk3 GT6 that many of you will have seen around the circuit. Along with his wife Tracey (who is restoring a TR3),

Mark will be taking over from January. Both Mark and Tracey have some fabulous ideas, focusing on getting us out in our cars, so I'm sure great times are ahead for the area. We also have a new venue - due to the closure and uncertain future of the Derby Arms **we now meet every 1st Tuesday, 8PM at the Viking's Landing, 1 Sugarbrook Drive, Stonebridge, Liverpool L11 2BD**. A new-build and very modern pub offering food and a variety of non-alcoholic drinks for us drivers, it has a lot to offer us. Being located next to the East Lancs Road (just up from the Showcase Cinema), accessibility is a bonus, being easily reached from all points of the compass.

It's a bit short notice, but our **December meeting, however, will be held at 7pm on Saturday 2nd December at the Viking's Landing, and will incorporate our Christmas Meal**. At a very reasonable £18, this includes a 3 course meal and entertainment in the form of a "Motown Party Night" - if it's not to our liking we can always retire to a quieter area! Since myself and Lisa revived the Mersey Area (as Liverpool Area) back in 2008 I've had a fabulous time as AO, met many wonderful people and made some great friends. I'd like to take this opportunity to thank you all for your support over the years, and hope you can continue with your support as Mark and Tracey take over. I'll still be attending when possible, you won't be getting rid of me that easily - if you haven't paid us a visit for a while, why not come along to our meetings and "give us a go"?

Cheers,

Alex



M25 EAST . . . MANCHESTER

M25 EAST

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Ho ho ho and welcome to the festive edition of all things M25 East. Although the shows are now finished for this year we've still been up to plenty. The weather back in October was exceptional and one Sunday in particular was more like a day in August. Well, we just had to take advantage of this



and a quick day out was soon organised. 6 Triumphs had an unexpected excursion to the Stowe Maries WW1 Airfield in Essex. What an interesting place, the buildings are all still in situ, a small museum, and hangers full of aeroplanes. We opted for a guided tour and was glad we did as our very enthusiastic guide told us things we wouldn't have known. It was then on to a lovely local pub for lunch, which was ate in the garden whilst enjoying the sunshine.

The weekend after saw us at our first monthly meet of the winter. A well attended day with people dropping in throughout the afternoon. 3 Triumphs were on show, Phils Herald Estate and the Vitesse's of Dickie and Chris who had been out on a boys road trip for the day.

Our big event for November was the Firework Night Extravaganza held at the Hill Household. What a scream it was, we definitely outdid last years event. The fire was bigger, which meant more burnt grass ha ha. The Guy was a Triumph, literally.

Brian excelled himself by making a cardboard replica of our Herald. It was spot on, even having details such as the boot handle and spotlights. The only problem was that because it was the guy it had to go on the fire. I was gutted, I would have liked to have kept it but everyone insisted on seeing it burn – ooh you twisted lot. After the fireworks were finished and the firewood had run out it was then all inside for some darts, music, dancing and general silliness. This went on till pretty late with everyone having a go on the assortment of instruments. Lisa was especially good on tambourine and maracas ha ha.

I think the last sing-a-long was to the Sex Pistols at about 3am. Even Laura managed to stay the course this year hee hee. So many people stayed that there wasn't any beds or even any spare floor space left. Thanks to you lovely people

for helping clean up in the morning, it was a bit of a mess. It didn't take too long although the sweeping up was harder than normal for some strange reason lol. Staying up late and partying definitely takes it out of you the older you get. Once everybody had gone Donna and myself never got off the settee for the rest of the day and we were tucked up in bed by nine.

By the time you read this we will be back from our trip to Benidorm and a full report will follow shortly, well maybe not a full report. You know what they say – what happens in Benidorm....

Our events for this month are our **Christmas Dinner at The**



Wharf and our monthly meeting, also at The Wharf. Please note the monthly meeting is one week earlier than normal (**Sunday 17th**) as our normal Sunday is Christmas Eve.

Now for something completely different. Do you realise that our area has been up and running now for 5 years. Wow, that's gone quick and what a lot we've done in that time. Car trips to France – Le Mans and Laon, loads of camping weekends – Silverstone and TriumFest to name but a few, social trips out to London – pub tours and Trooping the colour, etc etc. Even holidaying together in Spain. We've amassed about 70 members on our Facebook page and picking up more all the time. And we have a core of about 35 – 40 people that attend events on a regular basis.

Oh, and don't forget – some lovely cars. Well, I must say these five years have been a blast with all of you lot, so, here's to the next five.

That's about it for this month and so, it just leaves me to say have a bloomin great Crimbo and see ya'll in 2018. Cheers

John.

December Events
Sunday 10th – Xmas Dinner (Fully Booked)
Sunday 17th – Monthly Meeting

MANCHESTER

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Hi everybody, so what's been going on in our area, well firstly I would like to wish our member Frank Oxley a happy 80th birthday and to congratulate both him and Gaynor for getting the Spitfire "Millie" back on the road for the first time in four years.

Well done to Pip whom as you know was doing the Brave the Shave for McMillians charity, think she raised approximately £1200 from an initial request for £200 but still awaiting the final figure, she then had a photo shoot done to replicate a baby photo of her in the buff, I won't publish the photo on here however you can see it on her Facebook page.

We have been planning what to do for our Christmas party and New Year run this will be finalised at our next meeting, but a date we have set is Sat 16th Dec when we will be visiting the Manchester Xmas markets, come on down and enjoy the festive spirit.

A quick update on work done on our cars this month, Neil had finished putting his refurbished front and back together except the engine on his Spitfire "Brum" and is working very hard getting his bonnet done (not really he's cheating and having his trainees



doing it ! Lol) with his engine going in soon, when I can be bothered to help him

I've had the dash out on our Spitfire (haven't got a name for it yet) with a quick spruce up and it's made the world of difference,



TSSC AREA NEWS

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MANCHESTER . . . NORFOLK NORTH EAST . . . NORTHANTS

TSSC AREA NEWS

Manchester Continues



now need to track down a black interior as the old one was beige, but as the car colour has changed from original brown to burgundy and now to green, trying to get things to match.

We have created a diary of events / runs out etc, this is updated and handed out at our monthly meetings, or please visit our facebook page, click the info tab then scroll down to files, then download "tssc website 2017"

Please check the website news for updates on our forthcoming events on www.tssc.org.uk/tssc/areanews.asp

Also please look at our Facebook page www.facebook.com/groups/tsscmanchesterarea

That all from me, cheers

Mark K

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Although winter feels as though it has well and truly set in that doesn't mean an end to monthly meets or classic events to attend. One of the biggest shows of the year is the Lancaster Classic Motor Show held at the NEC in November for those of you who were lucky enough to attend I hope that you had a thoroughly good time and didn't forget to say hi to all the hard working stalwarts on the TSSC stand. Unfortunately I was unable to attend due to work commitments this year so missed out on one of my favourite events. I have however been putting a schedule together for next year and hope to add a couple more events to the Norfolk TSSC list of organised events for next year.

As well as our usual Fish n Chip run and Broads run due to popular demand we shall be organising a camping weekend for those that would like to participate. We need site that includes caravans and or glamping to accommodate those that do not enjoy sleeping in a bag on the ground so please forward any ideas on suitable site to me ASAP.

Don't forget that YOUR CLUB needs YOUR SUPPORT so try to attend a monthly meet or two and join us when we have a day out together. Even if your Triumph is not on the road we will be pleased to see you whatever your mode of transport.

The AGM will have come and gone by the time that you read these notes so be prepared for a new name to appear at the bottom of next months notes.

Next meet will be held at the usual venue on the second Monday of December at 20:00 - see The Courier or check-out our area page on the main TSSC website for details.

Wishing you a Happy Christmas & New Year and don't forget to treat yourself and your Triumph to a few goodies from the Club Shop over the festive period it will make you feel a whole lot better than over indulging on mince pies. Norfolk TSSC's motto for next year will be 'Do more with your Triumph'. See you all soon.

Regards.

Mike.

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Well this will be the last news report of 2017. As you get older the hours in the days seem to get shorter and shorter, I have more to do now than I did years ago.

I never get round to all the jobs that need doing, hopefully over the winter months we will all get those jobs done that we have all been putting off.

A decent turnout for our November meeting, considering it was on bonfire night, those from the north took a bit longer to travel as there were traffic delays at Chester Le Street due to a Firework display at the riverside park.

Nice to meet a new member to the Area Roger Hancock and his Herald, Roger has recently moved into the area from Peterborough, his Herald has been in his Family for years as it was once his Mothers, it is used all year round weather permitting as it can get a bit icy up north.

Another car we haven't seen for a while was Mark Astly's Spitfire, he has only had it out of his garage twice this year, still sound good though.

Mr Russel has been insulating his garage to keep his cars warm, with what he called fluffy stuff, Rock wool to the educated, with a bit of luck it will be nice and warm in there the next time I have to go and sort out his fleet.

A few members attended the last show of the season at the Ryhope pumping station.

Mark Ramsay has sold his TR6 apparently every time he drove it he ended up with a headache. He should have just worn a hat or got some hair, wonder what his next car will be?

Sports Car Supplies will be closing their shop in Swalwell soon, they will still be trading from his home but there will be no shop to collect from if you order any items you will be able to collect them from the bike shop next to the original premises

LE MANS 2018

If you have any interest in going next year please let me know your intentions ASAP. Tickets should be released by now, and will go very quickly, up to writing this we have at least 5 cars going with 11 + members, wishing you all a merry Christmas and see you next Year

Geoff

NORTHANTS

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The main event in November was the NEC Classic Car Show. It was encouraging to see so many visitors to our stand with many new members signing up. As usual

we had an interesting selection of cars on display with Dave Richardson's Mk3 Spitfire getting a good deal of attention. Tracey and I were just about to go for a look around when she spotted a familiar



face in George North (Northampton Saints and Wales Rugby Star) taking a look at the Club's Courier Van. Tracey never missing a chance made a bee line for him and it transpired that he has a Courier van of his own which has been fitted

NORTHERN IRELAND . . . OXFORD



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with a coffee machine so keep an eye out for that one.

Our **Northants camping weekend** has now been launched and an advert is in this magazine. We have a new venue and next year we will be having a Summer Holiday theme. So get inventive with those fancy dress costumes. Please book early as some places may be limited.

Those of you wishing to book for **Silverstone Classic should book before NewYear to get the best deal and Le Mans Bookings with the Club are now Open.**

Merry Christmas everyone and see you in the New Year.
Cheers

Nigel

NORTHERN IRELAND

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Another Run missed by many – sad! Our October run this year, starting at Carrickfergus Harbour, was in the capable hands of Peter and Amanda (M) – their first TSSC run. Sadly, for various reasons, it was poorly supported despite all the effort that they had put in. Three cars initially started off, Heather and I, Alan and Pam (F) and, of course, Peter and Amanda (M), although we were later joined in Antrim by Alan (H) after his morning family duty. A quick spurt along the Harbour Highway brought us to the Eden area where we then, after taking a sharp left, took to the hills to circumnavigate the Gleno and Raloo areas with myself nearly coming to grief over a “well-placed” hump backed bridge. After crossing the A8 and then climbing Shanes Hill we left the main road and, keeping Ballyboley Forest on our right, we made our way towards the Ballyclare area before visiting the Breapark and the Collin areas. Keeping away from the main roads we crossed over the Tildarg, Doagh and Parkgate roads before climbing up towards Tardree forest area to receive a very commanding view of Lough Neagh and the surrounding Antrim area. Little did we know then what was in store for us in relation to Lough Neagh!

After a few more twists and turns through the outskirts of Antrim we arrived at our afternoon tea spot - Clotworthy House in the grounds of Antrim Castle gardens. A lovely area that also affords you the opportunity, if you have time, to see the Italianate Tower and Castle Ruins on the site of Antrim Castle as well as the Barbican Gate Lodge. We called the next day as we had to collect a ladder, a decorative one, as it wouldn't fit in the back of the TR6! Visions of baths and a deck chair that we tried to carry home from previous runs in the past! After a very enjoyable afternoon break in the café we were joined by Alan (H) for the next part of the run as we headed for the Crumlin area. A sharp deviation right brought us down to the lough shore area past Dunore treatment works. We hugged the shoreline as we travelled towards the Lurgan area, passing places like Sandy Bay, Brankins Island Road and Bartins Bay, as well as Derryhirk before reaching Kinnego Marina via Annaghdrogha Lane – the name I liked best this time around! This was our customary “rest” and photograph stop that people of my age need these days.

I must admit that I didn't know what was ahead after Kinnego as the last time I was in that area it was my first TSSC run around Lough Neagh with Paul (R) and Alan (F). We ended up in the top end of the lough in a pub that certainly had me watching every member of staff and their customers until we left – I can laugh about it now! On the move again after a

short time, as everything was planned to a tee, we skirted Lurgan via the Inn Road and others, with someone nearly getting clipped at a roundabout, to the Edenmore and Lurganville areas. I had never been in these areas before as we kept to the hilly ground and so having a splendid view of the valley below that contained the Magheralin, Moira and Hillsborough roads, and, would you believe, the beginnings of the River Lagan! It was only when we sighted the Moravian Church, near to Hillsborough, that I felt I was back in familiar territory again. A short sharp run along the A1 and then on to the Ballynahinch and Windmill Roads to The Pheasant Restaurant at Annahilt for “dead on” the appointed time of 5 pm. It is some time since we were there as a club and we well received, and all enjoyed a very good meal.



A big thank you to Amanda and Peter for a very well timed and organised run. A great pity about the numbers – hopefully better for the “New for November” run. After the meal we went our separate ways although the Antrim area folk joined together for part of the journey. Our area meeting in Nov; was reasonably well attended although it mainly centred around when Nathan attains his 17th birthday and what his car insurance will cost - Dad!!! Good luck with your decisions and the “introduction” of the Spitfire! Many happy returns for the 18th Dec from us all in the club and at the same time we are thinking about Frank (B) and Alasdair (R) and their health. Whilst I am on the issue of wishing people well, might I wish everyone within the club a very Merry Christmas and Prosperous New Year from Heather and I.

Remember that our next meeting at **Nortel Social Club on 6th Dec**; is also the **AGM for the area**. Come along and make your voice heard as it's also used as the planning meeting for the year ahead. **Jan '18 meeting will be, at this moment in time, on Wed 3rd Jan.**

See you all soon.

Douglas.

OXFORD

Tom Tel. 07972 039532

Nick Tel. 01869 246543

Nick e-mail: nicksmorse@hotmail.com

Tom email: impo64@yahoo.co.uk

We met at Yarnton nurseries for a 'daytime' meeting as the evenings are getting darker. A good range of cars made the journey out. We saw Charlie the Vitesse estate in the light for the first time and were all intrigued by it's history. There was a good mix of the regular faces and a couple of additions to the line up. It was pointed out that the rear camber on my spit was no longer cool and led to a discussion about how difficult is it to swap a spring. So new spring and recon diff being fitted soon. Andrew's gt6 has been troubled by noisy tappets,



OXFORD . . . PETERBOROUGH SCOTLAND CENTRAL

TSSC AREA NEWS

Oxford Continues

the new cam has much higher lift than the last and is taking a bit of adjustment to get it running spot on. Toni's MG got a bit hot whilst he sat listening to the archers, so went for a quick drive to cool down! We think he'll wire it to work without the engine running now! Good day had by all. Plenty of pictures on the Facebook page: TSSC Oxford.

Oxford area Sunday outing 5th November.
Tom and I met up outside the Mercedes F1 base at Brackley and headed up to Silverstone for the Walter Hayes trophy racing.

We were later joined by another member in his Vitesse, so we had that plus my TR7 and Tom's spifire (which now needs the rear suspension sorting!).

One other member was in the pits helping out a team racing a Warwick GT350, the race was handicapped so we don't know how well she did but it was good fun to watch.

It was a fine day but so so cold. We had to warm up in the cafe with a drink and a bacon and egg bap and then a hot chocolate. It was a good day out though.

Nick & Tom

PETERBOROUGH

Tel. 01778 560507 / 01780470358
<http://www.tssc-peterborough.webs.com>

As the nights have drawn in the attendee numbers have got slightly smaller, so it was good to see 16 of us for the November Club night – even though Tina's visit was a fleeting visit before she shot off to prepare for a marathon trip. No doubt more about her adventure at the next meeting.

We had 5 apologies – one was from Steve Abbott who was none too well - hope it was nothing to do with the birthday celebrations the day before Steve!! Hope you are soon better too, Ken.

A really warm 'Welcome' to Christopher Park a new member to the Club and our Area. He lives in Glinton, just a stone's throw from the Golden Pheasant, our meeting place. Though he works shifts and his car is close to being completed, we all look forward to meeting up with you soon Christopher.

The Norwich & Peterborough Building Society closes all current accounts as of the end of the calendar year and we will be finding another bank with which to place our meagre area funds.

The way in which we run our raffle to help fund the food is now becoming a regular drain on the funds. Colin suggested that we possibly do what some other Areas do and that is for everyone to bring a prize, possibly a fun prize – and a further suggestion to that was we could have that on a rota so that people could see when they were 'required' to bring along a surprise.

Various ideas and discussions took place as to how we can promote the TSSC and the Peterborough Area over the coming year – and it was generally agreed that just a few more people all having a little more involvement and doing a little more will help matters tremendously - and Paul and I hope this enthusiasm continues.

With bookings now open and places being filled for the **Classic le Mans event in July and the Spa Classic in May** - the concentration of planning and writing events in your new diaries will have started in earnest.

The Dynamic Duo of Paul Lumsdon and Steve Abbott are preparing a talk and presentation titled **'Trains, Planes and Automobiles'** in February. So please put the **12th** in your

diary and give them your support.

If this edition of the Courier arrives before the close of play on the **30th of November and you haven't yet completed the on-line TSSC Survey**, please nip on the website and do so – as it will help your Club tremendously in understanding all of your/our needs.

As my GT6 progresses is there anyone out there able to pop a front windscreen in as my screen fitter man seems to have gone cold on me.

As most of you are aware **November is the month of the Area's AGM and election of Area Organisers and the Treasurer.**

Following an explanation of the current state of accounts by Doug B, our loyal and hard working Treasurer Steve Abbott was once again rewarded with the hallowed position following his proposal and seconding from the floor and unanimous support from the gathered throng. Well done again Steve.

Both Paul and myself were proposed as Joint Area organisers with Doug Kendall proposing Paul and CoM Member Neville Wright seconding and Doug Balderson proposed by Dave Beardsley and seconded by Gary Howson. Both were duly re-elected as the Joint AO's and the Area's Registration Forms will have been sent off accordingly to ensure we comply with all the insurance details that the Club requires of us.

If you haven't booked your place at the **Christmas Meal Menu and Place we may just be able to squeeze you in - but you will need to contact Steph on 01778 560507** well before the night to see if we can fit you in. It does need to be booked well before hand and at the time of writing this report we are already 20 plus in numbers.

We look forward to seeing and welcoming TSSC Members - new and old - at Our **Christmas Dinner on the next Club night on Monday the 11th of December at the Golden Pheasant, 1 Main Road, Etton, Peterborough, PE6 7DA** at 7.00pm to be seated and serving to start at 7.30pm. Join in with the raffle and a good natter and that regular friendly exchange of experiences – and some good advice too! Remember No Meal booked = No Meal!

The TSSC HQ is open from 10.00 to 4.30pm on Sunday the 3rd of December – just a last minute reminder to acquire, parcel up and squeeze another treat under the Christmas Tree for the pride and joy tucked up in the garage keeping an eye open for Santa and Rudolph whilst we are sound asleep on Christmas Eve.

A safe and joyous Christmas to one and all – and if some reason your New Years Courier does not arrive on time - A very healthy and happy adventurous 2017 in your Triumphs to you all.

Doug

SCOTLAND CENTRAL

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www.facebook.com/groups/TSSCScotland/



Winter is most definitely starting to take hold with the weather not sure what it wants to do, one day it's mild and wet and the next it is freezing cold and that only means one thing in Scotland and there are no prizes for guessing that it is the



dreaded GRITTERS. As much as the animal does provide us with safe roads when Jack is doing his rounds, to us classic owners it is the accelerator for the dreaded tin worm disease. For most classic owners this is the time that the cars go into hibernation until the spring rains wash the grit from our roads.

The November meet seen a good turnout at the Harvester and our numbers were certainly up with a few new faces, these guys sat themselves down and started chatting away when after a short time Mark asked one of the guys why he was wearing a jacket with a Ford badge, err cause I have a Ford was his reply, as not to be too rude the car chat continued for a while until the guy realised that he had joined in with the TSSC meet and not the Ford meet that is held in the same venue, same night and time. We invited the guys to stay if they wanted but they decided to join their other two Ford friends at the table around the corner. It's all about integrating and building relationships with other clubs and you never know what the future holds, Ian Walker and myself have a foot in both marquees with our SpitFords.

The evening was the usual sound of a crowd wood with all the chat going on, several conversations were taking place from Le Mans to Peter and his restoration. Jackie has been busy in the background with plans for next season already and in particular **Bo'Ness**, I shall say this only once so listen very carefully, we are planning to have the biggest gathering of Triumphs in Scotland ever at the show, several triumph clubs are all on board with this idea and it would be a massive step forward in building up relationships with other Triumph clubs. Save the dates which are the **1st and 2nd of September 2018**. Do your AO's plan in advance or what? On the subject of AO's and the AGM we felt that the Harvester is totally unsuitable for the AGM and we managed to secure our other Triumph friends venue which is the Triumph Motorcycle garage who have offered us the use of their boardroom with unlimited tea , coffee, sandwiches and cakes for only £10 per head. Therefore, our next meeting (AGM) is **Sat 2nd Dec 10.30 am at the Triumph Motorbike showroom Hillington park. G52 4FA.**

Hopefully the AGM will arrive before the Courier lands through your letterbox. The AO team will have been elected for a year and we need to be accountable to the members and the club, this has led us to provide you all with a summary of what we presented at last year's meeting and if we delivered on our word. Over the past 12 months the AO team have been busy behind the scenes getting to grips with the first year of events, who does what or more to the point what the heck are we meant to be doing. Despite the challenges I think the achievements this year speak for themselves. So, what have we done this year and has the area benefited with having 4 area organisers? Behind the scenes we agreed the roles, Michael Website and Social Media, Colin Events Organiser, Jackie Meeting Organiser and Mark the Treasurer. How did that work out? Well on paper it was great but in reality, we all chipped in across the board when needed, for example the Event Organiser role was very demanding through the classic show season and we all chipped in to help. I think we can all agree that the organisation of the Meeting and show events have really paid off, not too sure how you all felt but come the end of the season I was glad for the break as we really had a full and successful calendar for the year. From the start of the season we had our drive it weekend where we met up with the guys from up north and we have maintained contact with them since and are planning to meet up again next year. Supporting the Five Points Tour was a disappointing turnout but a very rewarding one, it was there we were presented with the Area of the Year trophy, this was a fantastic achievement and it should not be underestimated that out of all the areas we were the one chosen. We organised and attended several other Scottish events, Moffat, Erskine, Hamilton, Bridge of Allen, Biggar, Bo'Ness and Glasgow's festival of speed to name a

EARLY DEADLINE

FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER
PLEASE. DUE TO CHRISTMAS BREAK

few. TriumFest seen a great representation from our area and the weather was fantastic for the weekend, Silverstone was another event that we had a fantastic turnout for, unfortunately none of us had time to make any European events this year however **Le Mans is looking good for 2018** and I have booked my accommodation already. Unknown to us the Area award was just the first of 3 achievements for the area, best club stand at Biggar was a fantastic boost for the area, Bo'Ness seen the area complete a hat trick of awards by winning second place for the best club stand.

As an area we certainly have achieved a lot this year and should be proud of every meet, event and award. I cannot emphasise how crucial each and every member has been to the success of the year and yes, the Area Organisers have been working like wee rabbits behind the scenes to try and make the year as much fun as possible, the awards were the icing on the cake for all the members effort and commitment. Don't let the awards be the main driver and targets for our area, first and foremost the objective of the area is that we bring like-minded Trumpers together and have as much fun as possible in doing so.

How on earth are we going to top this year?
All the Area Organisers would like to wish everyone and their families a Merry Christmas and a very prosperous new year.

Michael

December Items:

Club Meet on the **1st Thursday of the month**
at The Harvester, The Springfield Quay, Glasgow,
G5 8NP at 7:30

Our next meeting (AGM) is **Sat 2nd Dec 10.30 am at the Triumph Motorbike showroom Hillington park. G52 4FA**
Breakfast Club Meet at the same venue on the 3rd
Sunday of the Month 17th December at
10:30am. Come along and sample good company
and breakfast.

Visit our web site and checkout the year's events at
WWW.TSSC-Scotland.ORG

Please join in our social banter at:

<https://www.facebook.com/groups/TSSCScotland/>

SCOTLAND NORTH EAST

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www.brmmbrmm.com/club/grampiantr/4.htm

Hi Folks. The classic season has now been well and truly wound up with our last event being the Grampian Triumph Autumn Drive Day which was held on Sunday 15th October and as organised by Lee & Lorna of the local TR register.

We have one last get-together for the year which is our **Christmas meal on the 12th December** also organised by Lorna of the TR register.

Many of us have taken our classics off the road for the winter period especially now the roads department have started spreading salt. I have a list of things to do to my Triumphs over the winter, the first job is to fit new steering rack to the Stag and while I am at that I will likely change the steering column bushes. For the Spitfire I need to fit new gaskets to the carbs and their float chambers as fuel is leaking from



SCOTLAND NORTH EAST SOMERSET . . . SOUTHERN

TSSC AREA NEWS

Scotland North East Continues

them, this is the reason why the car has not seen much driving this year.

Please note **there is not a December meeting** as we will all be trying to get over the effects of eating too much!

Our **next meeting will be on Thursday 25th January**, this will be our planning meeting for next year and will be held at the **Four Mile Inn, Kingswells**.

I have already heard of the **Scottish Triumph Weekend which will be held at Bo'ness most likely in September 2018**, I have asked the organisers to keep me advised on this.

Have a look at the Grampian Triumphs Facebook page at <https://www.facebook.com/groups/GrampianTriumph> and the TSSC Scotland page at <https://www.facebook.com/groups/TSSCScotland/>

also check out our website

at <http://www.brmmbrmm.com/club/grampiantr/6.htm>

Please get in touch if you are wanting any further information on what we are up to, you can also call me on 07823 539047.

That's all for this month.

Danny

SOMERSET

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derek1360giles@breathe.com

Hi all. As most of you will know the October meet was held at our new venue, the Puritan Inn. We had 15 members attend and even though the weather was less than clement there were two club cars parked outside! Some members took advantage of the curry and pint offer as well.

It was great to see Ian Hall back in the fold (cheers Ian). We must also welcome Terry Dainton as a new Somerset area member. Hopefully we will see Terry at a meet soon!

The main subjects for the evening were the Resto Show (now gone), the Christmas meal and Le Mans 2018. As the stand at Shepton (photo) was almost ready to go we hope many of you



managed to give us a visit over the weekend! If you missed us then this may well have been because we were in the Cowshed. The reason being; the organisers deemed we have been TOO SUCCESSFUL in other years and they wanted to give other exhibitors a chance to shine!

We did NOT win anything (oh well next year perhaps)?

Since the meet the **Christmas meal has been decided:- It will be held at the Brent House, A38 Bristol Road, East Brent, TA9 4HL**. (Thanks to Maggie). At a cost of £15-50 the meal will be a carvery with the usual choices, plus a veggie option and a doggie bag should you fail to clear your plate! (one for charlie, perhaps)? We have bookings confirmed for 28, so if your name is not on the list contact Martin for a place very soon!

With regard to **Le Mans 2018**, there are 11 Somerset members who have already booked their ferry for next years event! It's NOT too late to join them at an event not to be missed!! (contact Martin for details!)

As you will have heard it's time to elect the area A.O.'s. for 2018. Derek is not seeking re-election this time, so hopefully someone else will come forward to help out!!

Guess that's about it for 2017, so may we wish you a merry Christmas and a happy New Year.

Derek & Martin

SOUTHERN

Tel. 01252 722432

<http://triumphsouth.20m.com>

Hi Folks. By the time you read this Christmas will be fast approaching. I will take this opportunity to wish you all a Happy Christmas and a prosperous New Year. With that out of the way I will play catch up on the show after my last report. (groans from you Paul). September 2nd saw four of our cars - Mike and Karen Healy, Wendy Spitfire, David TR6 and myself Stag - arrive at Balls Cross for the annual Macmillan event.

A very cheery Autumn day, the sun actually shone. Mike, Karen and myself booked in for lunch at the Stag Inn just across the road (nice pint).

Sunday 17th September once again saw the Surrey Classic Vehicle Club put on their yearly show at the Rural Life Centre, Tilford. A dedicated Triumph stand saw members from TSSC Souther, TSSC Thames and the Dolomite Club. Once again the rain just about held off for what was an enjoyable day.

Nice to see lots of old friends. Many more cars there than last year me thinks.

Saturday 23rd September saw me alone attend the Herald Show at Alton. From the programme I saw quite a few club members booked in but only myself and Derek and Jackie arrived. What happened boys and girls? Another good showing of cars and once again nice sunny weather. On the Sunday, once again alone, I toddled off to Kingsfold, the last show of the year. I could not believe the weather once again, after a dull start the sun appeared. Met up with Mark and Vanessa and the kids who had their caravan there for a long weekend. David and Wendy joined up with us on their arrival. Show was the same format as usual. Not so many traders as recent years but unfortunately this seems to be a general trend at most shows. We ventured into the arena with Vanessa driving the Stag and Mark in the 2500s and David and Wendy in the TR6. All in all a good day out. On leaving the show I could see the weather was about to change but left the top down anyway. (Yes you've guessed). About 2 miles down the road the rain started. By this time I was on a nice straight piece of road so I just drove through it. About ten minutes later the rain abated and the rest of the journey was dry.

Sunday 1st October brought the annual Hants and Berks M/C Autumn run. This being an 80 mile run through the country lanes and byways starting at California Country Park, Berks and ending up at Bursledon Brickworks, Hants. Attending were David with Wendy navigating and me with a friend of mine John as navigator. A damp and drizzly day was had by all 38 entrants. Never the less a good day out. That's all

Mike

Our Sunday lunch venue for October was the Bat and Ball, Hambledon. The so called birth place of modern cricket. We had sixteen members turn up for lunch including Tanya and her family. Tanya has a very nice powder blue MK3 Spitfire which they have recently purchased. The lunch itself was very good, I don't think anyone was disappointed.

The regular meeting at the Seven Stars was very well attended despite the bad weather, unfortunately no club cars in the car park.

Peter Harper has now sold his Stag and bought a "wedge" . A late DHC in red . He had it low loaded down from up north. He has had a few teething problems with but these will soon be rectified knowing Peter.

The Sunday lunch venues for 2018 have now been confirmed and are listed below in the events.

The Southern Area TSSC would like to thank you all for your continued support throughout the year and would like to wish you all a very happy Christmas and a Triumphant New Year.

Don't forget to bring your presents for the Christmas dinner raffie .

Up and coming events
December 5th Regular meet, and Christmas dinner Seven Stars GU32 3PG.

NORTH STAFFS SUFFOLK . . . SURREY



TSSC AREA NEWS

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26th Classic vehicle meets at the main car park Romsey and Wickham Square

January 1st New Years classic car meet at the Elsted Inn GU29 0JT

2nd Regular meeting, Seven Stars GU32 3PG
21st Sunday lunch meeting, Fishers Pond pub. SO50 7HG

February 6th Reglar meet, Seven Stars GU32 3PG
18th Sunday lunch meeting, The Golden Lion , Winchester, SO23 0JZ

March 6th Regular Meeting, Seven Stars GU32 3PG
18th Sunday lunch meeting, The Hen and Chicken, Upper Froyle, GU34 4JH

April 3rd Regular meeting , Seven Stars , GU32 3PG
19th Roaming meeting TBC

That just about wraps it up for this year. Have a very merry Christmas.
Take care

Mark

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It's that time of year again when we drop hints about Christmas gifts that we would like from family members, in the hope we don't get another pair of socks.

Our **Christmas meal is booked for the normal Wednesday meeting night for 20th December**, normal in that Decembers meeting is always early as strangely Christmas Day is on the 25th every year, but numbers are down from last year.

Last months meeting had a better turnout and we even had Triumphs in the car park. I was pleased that Stuart didn't give up on us and on his third attempt he made it into the meeting and I went out to car park to make sure he didn't escape.

Stuart has a Spitfire and is restoring a GT6 and I'm sure he will have lots of experience to pass on from him working on the GT6 again welcome Stuart.

Its time for area registration again and I will be offering to stand for AO at next meeting.

Between now and the new years meeting I will be collecting a list of events for next year, if you know of any kind of event that has a classic car section that you would like to be included please pass them on.

Time to wish all the hard working staff at HQ and all members a very happy Christmas.

Merry Christmas and Happy New Year to all

Dave

SUFFOLK Tel. 01206 250360
e-mail: Suffolk@tssc.org.uk

Alas, the demands of work meant I was unavailable for our November meeting, instead I had the pleasure of a Virgin Trains journey down from Newcastle. However, with some forethought, I've managed to get some snippets of information from some of the Suffolk regulars.

The Canley-like production line that is Chris Downs is making grand progress. The TR250 engine with added mouse-power that was featured a few months ago, is now in the car, running and going very well, despite a few issues with rich running. Swapping to 2 litre TR7 needles has improved performance but is still sooting up the plugs a bit, so a little more experimentation is needed. One of his other TR6 projects is about to have the body and chassis separated, ready for the chassis to be prepared for paint. The body will be placed on his spare 'mule' chassis. See, I told you it was a production line!

Lindsay is getting some miles on his Vitesse, but the tug boat exhaust is driving him mad. A standard stainless system has arrived and is awaiting fitment. His TR4a has returned from the welders with new floors, sills and a rear end. It is now being fettled ready for prep and painting. In between this, he's made an assessment on the TR6 project, and come to the realisation that just about every body panel is to be replaced. That'll be production line number 2.

Peter's Vitesse needs the top column bush on the steering column replaced, so while it's out he's decided to sensibly do the bottom one as well.

I've been keeping my eyes on some of the local (and not so local) 12 car rally results, and Colin seems to be charging ahead with his success as a navigator. I see plenty of class wins and top 3 places appearing in the listings, so well done Colin for those!

I know a few of us are anticipating the opening of the LeMans Classic entries for 2018 and we usually have a good Suffolk contingent converging on Tertre Rouge. Personally, since attending my first in 2006, I've been every 2 years and don't want to miss this one either. There should be 4 in our party and there's talk of taking a pair of GT6s, but I do like the laziness of packing the 2000 estate gives us, as no matter how much you take, it all fits in with plenty of room to spare.

So, work permitting, I hope to see you all at **Barham Sorrel House on December the 5th.**

Russell

SURREY Tel. 07900 657176

Welcome back Cliff, where have you been? Well there was the summer, which included a trip down to see Con and Liz in their new home by the sea. They are no longer in Surrey (land-locked) but hopefully will be joining the local chapter near Poole. We popped in for tea and very nice it was too, Mr Brown has done a fine job. Trust you guys still receive this edition so hello from all.

I am confused but I think we also all met up at the Cranleigh auto show in August, great event with oodles of cake from Karen. I very nearly jumped ship and joined the Austin 7 club, but threat of divorce soon dispelled that idea. Martin, Will and I paraded our cars around the show ground and the weather was on our side.

I have made contact with a few new faces although have not actually met, passed on the byways (sable coloured Herald) and newly purchased TR4A 1964 which lives in Weybridge.

The meets at the Wellhouse have been consistent with up to seven cars in a line, what happened to those photos. Goodwood was a blast, a blast of cold air and deluge of rain that is, although the new roof on the Vitesse held up and the car was actually warm. Strange vibration on the way home later manifested itself as rear wheel about to fall off. Bearing shot, so new half shaft, new UJs and hey, lets recon the Diff at the same time. Thanks to Adam for his forbearance and Hardy Engineering for a good job. Financially unhappy but the car does feel better.

Paul, Bob and I followed the London to Brighton last Sunday, and on a glorious day had a splendid time, and view, at Staplefield on the green (with two good pubs) I have never seen a real Penny Farthing being ridden, weird !

This should pop through your letter boxes in December so that's another year gone, it started at the Isle of White freezing and probably ended freezing with the highest volume of CO2 recorded. My cars are entirely green so don't blame me. Enjoy the winter folks, we need to do a cold drive out, its good for the soul. Cheers all and Will, that Ski jacket looks great. Cheers

Cliff



EAST SUSSEX . . . SWINDON . . . THAMES NORTH WALES

TSSC AREA NEWS

EAST SUSSEX Tel. 01273 813691
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Hi all Another really good turnout this month, Geoff and his wife have returned from there travels around Europe in there motorhome, nice to see you again, at the meet Geoff said he is now collecting parts for his recently bought 13/60 Herald, to return it to the road again maybe 2018

Pete has started taking his Spitfire apart to repair and replace some of the body work after his off road excursion on route to Trumpfrest Santa Pod this year, luckily he was ok, A few of us are going to the restoration show at Stoneleigh on 5th Nov. so first time for me so further news on return,

I have also taken the bumpers of my GT6 for rechroming, rather expensive though so hope they do a good job, have done some homework on different companies and recommendations so fingers crossed

I have sorted the brakes on my 1500 Spitfire, i have removed the tandem master cylinder and PDWA Valve and returned to single pipe system, so problem solved thanks again to Pete, next job up is the clicking driveshaft U.J.

Now monday morning day after the restoration .I went up with Clive . Pete and Richard . a good day and good company, we all bought a few bits and pieces, we all thought the show would be bigger with more verity, and maybe a few less tool stands, not sure about returning next year .

Anyway enough rambling from me, don't forget the **Christmas dinner on Sunday December 10th at the Laughing Fish Infield at 2 p.m.** Please could I have numbers and menu choice and deposit by the next meeting, if you cannot make the meet please ring me on the above number, I hope as many of you can make it as possible.

Next meeting is **December 6th** so hope to see you all then cheers

lan

SWINDON Tel. 01672 514241
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Meetings Cover Swindon/North Wilts area

A quiet meeting again in October, with just us and Tim and Helen. It would be good to see some more people attending these meetings in the New Year. We'll continue for a bit longer but if local members don't want a local meet then we really won't push it.

Our last meeting of this year will be on **Wednesday 20th December, from 7.30pm at The Village Inn, Liddington, SN4 0HE.** Please join us if you can for a drink, a chat, and perhaps a pre-festivities meal.

All Swindon area members are also welcome to join in with the **Andover Area Christmas meal** which will be held on **Thursday 14th December at the Chalkhill Blue pub** just off the A303 south of Andover. If you would like to join us for that meal, please contact us as soon as possible so that we can get you booked in at the pub.

Guy & Suzie

THAMES Tel. 0777 362 3807
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www.tssc.org.uk/thames

Seasons Greetings everyone, we have made plans for our New Years Meal, this will be at the Fairmile Inn on Sunday 7th of January at noon. This will replace the regular meeting on the 4th of January. Can you please let me know if you wish to join us.

SOCIAL EVENINGS. 5TH OCTOBER. THE FAIRMILE INN,
All seems well as I drive the Vitesse to the Fairmile Inn, where I meet up with, Martin F, John P, George B, Chris C & Edward. On this chilly clear evening we have a nice turn out of Triumphs in the Car park, belonging to :- Martin in his Spitfire 1500, Chris in his Spitfire Mk3, John in his Vitesse Mk1 2 litre, George in his Vitesse Mk1 2 litre and my Vitesse Mk2 . Work on our Triumphs has been:- Martin is still having problems with a sticky carbs on his Spitfire. John has been sealing the rear window on his Vitesse and is now draught free. Chris now has steel wheels on his Spitfire. Edward has had new grease nipples fitted on his trunions and re-tightened the bolts holding the rear lever arm dampers on his Vitesse. On my way home the charging light kept coming on and going off, so more fun and games with the control box. A great evening in wonderful company.

19TH OCTOBER. THE GEORGE INN,
It's a damp evening heading to the meeting in the Vitesse. To keep me company I have the pleasure of Chris C, George B, Jay M, Graeme C & Doug B. My Vitesse was the only Triumph in the car park this evening. Work on our Triumphs has been:-

Chris C Spitfire Mk 4 chassis is ready for its new body tub. Jay's getting a replacement bonnet for his Spitfire 1500 & needs to find a starter motor for it. Doug has fitted sound deadening to his GT6 and is testing some plastic 3D printed made parts on its doors. Another pleasant evening.

SHOWS - 7TH OCTOBER. BORDEN REGEN-SHOW.
This was the first show held on the old army barracks at Borden. The site is being re developed over the next few years. As I arrived in the Vitesse and parked up next to Mike's Stag, along with David's TR6, Wendy's Spitfire Mk3 and George's Vitesse. There was another Stag there and 30 other classics on show. I enjoyed a egg & bacon roll at the cafe. But the plans for development were hard to follow as I didn't know the area. George and I had a chestnut hunt and filled up his lunch box with them.

Our next meetings are **New Years Meal on 7th January at THE FAIRMILE INN, COBHAM & 3rd Thursday at THE GEORGE INN, WRAYSBURY.** Please come and join us for a warm welcome or phone me on 07773623807.

Mickey & Julie

NORTH WALES Tel. 01691 600215
www.wrexhamgandtriumph.co.uk
email: helenahill@btinternet.com

Hello, everyone. October kicked off with our monthly meeting on Tuesday 3rd, and we had a great turn-out. There was not much to go over as regards the past month's events as the season is now winding down. The raffle was, once again, very interesting, with some really good prizes. The evening went well, with lots of chat and laughter, as usual. After enjoying the bowls of chips that the pub staff brought out, everybody made their way home. It is such a pleasure to be in the company of so many lovely people.

Sunday 8th October was the Annual Threshing Day & Vintage Show at Ruthin. Just six cars of our group attended and for a change the Triumphs outnumbered the M.G.s, with us taking our Spitfire, Julia and Alan in theirs, and Les in his GT6. This show is very much a classic machinery display with old tractors powering threshing and baling machines via very long belt drives. There was a good variety of classic cars on show, many agricultural machines, and several stalls with farming connected jumble. An interesting and different day with the cafe serving good quality food as usual. In spite of much rain on the previous day, the weather stayed kind until late afternoon, so that was a bonus. In fact, as Julia pointed out, it had to be the driest and warmest day we have ever spent at Ruthin! Another lovely day, with great company.

On Sunday 15th we attended an event at Combermere Abbey, this being an open invitation to all classic car enthusiasts, and what a great show it was. We went along in our Stag meeting up with Joan in her Midget, Pete and Alison in their MGC, and Phil in his Midget. The assortment of cars on show was amazing, obviously an end of season opportunity to visit the Abbey and it's grounds:- this country house is a former monastery

SOUTH WALES Tel. 07802 204068
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Malvern Festival of Transport Sun 8th October 2017

I didn't realise how dark it was getting these mornings at 6.15am as I got the Spitfire loaded up and fired up much to the annoyance of my neighbours. I gave the engine an extra rip or two as I pulled away to make sure they were all up! The heater soon warmed up and I was heading towards Area Navigator Ant's house on the other side of Cardiff. We were soon at our first meeting point at Cardiff Gate as Bern arrived in his immaculate TR4a with his son Jack riding shotgun. We were soon joined by Eddie and Mo in the Golden 13/60 Herald and we worked out our game plan to defeat the Department of Disruptions attempt to stop us getting to Malvern by closing the tunnels on the M4 (again). Bern mentioned that the Monmouth Mafia were arranging a discount on our Historic Vehicle Tax for next year which is good news as well as free crossing vouchers for the Severn Bridge for life by way of compensation for the inconvenience caused. Area navigator Ant was busy with his Sextant and slide rule when I pointed out that the sun needed to be overhead. We headed off, my Spit 1500 leading as we skirted around Newport to avoid the Brynllas tunnels and we were soon heading north towards the Raglan Services where we were joined by Thumper Watson in his Spit 1500 and by that time Mike the Cake had caught up with us in his Triumph Blue Oval as his Spit 1300 (on loan from the Welsh Transport Museum) had developed some mechanical issues which had unfortunately lead to it becoming a static exhibit again. As we were queuing for breakfast Crazy George and his Brother in law Pete arrived in Adam's Triumph Griffin which they had borrowed for the day. George had intended to bring his newly acquired Herald Convertible which he had bought from a furniture sale in Cardiff but it had not come back from having the woodworm treated in the dashboard and gear knob.

Having fuelled up on a hearty breakfast we headed for Malvern lead by Bern's TR4a. We arrived in a non-convoy fashion and proceeded to negotiate our entry terms as there seemed to be some confusion with Mike the Cakes booking details so we all got in for full price. We were soon parked up in the pre-war American Super Car section and decided to make a run for the auto jumble as some of us were looking to stock up on left handed spanners and rubber drill bits. The show was quite well attended although it was obvious that some of the trade stalls had decided to spend Sunday at home on ebay. There were some real bargains to be had if you were prepared to root around the end of season bargains and £15 for a set of Koni shocks is simply daft! After all that rooting it was time to get the reserve tea making facilities up and running. "Is this your camping seat I'm sitting on" said George. "No" I replied "Mine is still in the boot". He jumped up realising that he had been sitting on the seat belonging to the irate Mustang owner who had been scowling at him from his car as Jack looked on laughing. Mo kept us well fed with sausage rolls and apple pies as we soaked up the very welcome autumn sunshine. We had time for another lap of the show and soon realised that we had brought more nuts with us than we could find on the trade stands. Time marched on and we decided to beat the rush and get on the road back to Cardiff. I found it impossible to keep up with Bern's well sorted TR4a in the traffic heading back but did have Eddy's Herald in my mirrors most of the way back until he turned off with a honk on the horn and a wave.

I headed back to Rumney to drop Ant off at his house. "Well what we lacked in numbers was certainly made up with the Quality Assortment of members that attended" I said "May contain nuts" said Ant.

AI

Much Marcle Run Sun 15th October 2017

We had planned to take as many club cars as we could muster to Much Marcle which is a small village close to Ross on Wye about 60 miles north of Newport. It was a not so early start and the Spit was soon warmed up and progressing across Cardiff

founded in the 1130s. The function room was open with a choice of food and drink, and by the time we had partaken of coffee and bacon or sausage baps the spaces for cars had filled up big-time. Terry was there with his Amphicar, and worried Sarah Callander Beckett, the current High Sheriff, when he asked if he could take his car into the lake:- she pointed out that it was not possible this year, but would keep it in mind for the future. She is the granddaughter of the founder of Crossley Motors, who had a factory in Gorton, Manchester, and produced approximately 19,000 high quality cars until 1938, 5,500 buses until 1958 and 21,000 goods and military vehicles until 1945. The company was sold to AEC in 1958. The weather kept nice and dry, although a bit cool now and then. This is a new show and certainly one we will be recommending. There is an admission charge of £10 per car, but all proceeds from this and from the lovely food and drink sold goes to charities of the High Sheriff's choice.

Once again, another smashing day.

On Thursday 26th October M.G. John and Chris had organised a visit to Hooton to see the aircraft collection and classic vehicle museum, and a large group of us went. The place was fascinating. The site was involved with aircraft and military from before World War One until the 1950s, then Vauxhall took over the site, and it's hangars and runways were due for demolition and re-development, but this was stopped. Vauxhall gifted it all for preservation, and grants are now enabling the buildings to be restored to their former glory. After a very interesting morning our group went to the Bunbury Arms near Chester for our pre-arranged lunches, which were thoroughly enjoyed by all. A lovely day in lovely company, and so informative.



Tuesday 31st October was our monthly OFFAL run, this time organised by M.G. Pete and Alison. Thirty-four of our Chester & Wrexham group met at Bellis's Garden Centre in Holt at 11.00 a.m. for our morning refreshments and route plans. M.G. John and Chris were at the morning coffee stop, but then went home, as Chris is still recovering from a very nasty chest infection which she apparently brought back from their Spanish holiday which they had just returned from. We set off on a lovely run, taking us through Cheshire's roads and lanes to arrive at our lunch destination, this being the Egerton Arms at the Broxton roundabout. Our pre-booked lunches were the quality that we all enjoyed, with so much talk and laughter until we all made our way home in the late afternoon. Once again, another great day in great company.

So, that is that for now. Don't forget that our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m.** Hope to see you there, and in the meantime take care on the roads.

Forthcoming events:-

December

3rd December:- Midlands Breakfast Club Meet, British Ironworks, Oswestry:- 9.00 a.m.

5th December:- Monthly meeting and Presentation Night at the Trevor Arms, Marford.

There is no OFFAL in December.

January

2nd January:- Monthly meeting at the Trevor Arms, Marford.

30th January:- OFFAL.

Regards,

Helena & Roger.

EARLY DEADLINE

**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER
PLEASE. DUE TO CHRISTMAS BREAK**

South Wales Continues

towards Newport and the traditional Sunday barricades at the tunnels manned by the Department of Disruptions high vis clad Stormtroopers. I was soon beyond their attempts at slowing my progress and on my way to our meeting point at Raglan (or Monmouth North as the sign says even though it is south of Monmouth?). I pulled in to find an immaculate collection of Bern's TR4a, Thumper Watsons Spitfire 1500 and Crazy Georges newly acquired Herald 13/60 Convertible already parked up. Inside the boys were already on the second round of breakfast rolls and coffee fuelling up for the day's events. We were soon joined by Mikey J in his GT6 and the Monmouth Mafia, John and Heather in the white Acclaim and Mike in the Autumn Red Acclaim. Our club photographic section Gwyn, Tim and Babs arrived with their mobile dark room and make up studio closely followed by Paul G and Doty in their Vitesse. "Does anyone know where Much Marcle is?" "No" someone muttered "Right then, Tim your leading.....Lets go" I said.

We were soon on the road, not in convoy and heading towards Ross on Wye. It was actually quite easy to find and in the autumn sunlight with the leaves all shades of yellow and brown a really pleasant drive. As we pulled up at Much Marcle our target was in site, a period garage which is preserved in original condition and was once a hanger on a WW1 airfield at one time. It's owned by John Southall and is a working garage as well as a base for his historic racing cars. We managed to cause a bit of a traffic jam as we all tried to park in the two spaces at the front of the garage much to the annoyance of the locals trying to retrieve their morning papers from the little shop beside the garage. Chaos ensued and we were soon organised and parked up in the car park of the pub across the road. Rob and Pete were already there when we arrived having used the second Satnav reference and missed out the services stop. They were in their recently acquired beautiful red 13/60 Herald convertible which George originally sourced from GB Classics. Gwyn and Tim were soon getting their impressive array of photographic equipment organised including half a dozen cameras, seats, step ladders, tripods and back to front hats. They looked like they were about to make a silent movie with Buster Keaton. Gwyn was actually using old school 35mm film for some of the photographs!

Rob and Pete wanted away so were photographed first followed by Bern and George who also had to get back to Cardiff as his brother in law had promised to pick up the Sunday lunch bill and George had invited two hundred witnesses along and most of the worlds press. After our various pictures had been taken we decided to go to Weston's Cider Mill for an early lunch. Famous as a family run cider mill Weston's is the home of Old Rosie which has a lot in common with White Lightning and racing grade petrol. We visited the duty free shop and Tim decided to buy next year's supply of fuel before the price goes up in the chancellor's autumn budget. We said our various goodbyes and headed back towards South Wales having enjoyed a pleasant morning's photography with the bonus of a gallon or two of Old Rosie for the shelf in the garage to see us through the winter months.

I gave Paul and Doty a toot as they pulled off the M4 at Newport and headed for Cardiff. "Well what we lacked in focus photographs was certainly made up with the quantity of cider Tim bought for his garage shelf! His garage must be massive" I said to Old Rosie on my passenger seat.



WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Email Trevor: trevorcarlyle@btinternet.com
or Martin Berry: berry223@btinternet.com

Trevor organised an "End of Season Run" for the 22nd October, utilising the first half of one of our New Forest Runs. It started from Avon Park and it was adapted to finish at the Fish Inn at Ringwood, where Trevor had secured reservations for lunch. For this reason, it was a book in advance, the final count was 20, but as always a few late entries put it up to 22!! – We could not of wished for better weather, the run was easy going and picturesque, in fact we might make it the basis for next years New Forest Run. The Fish Inn was a good choice with a wide selection to choose from. Most plumped for a standard Sunday roast with a choice of beef, lamb or pork. Because there was so many of us and we had booked in advanced, we had a complete section of the restaurant to ourselves. The only damp squid was going home, it was a bit wet, the only part that the forecasters got wrong, so it was out with the chamois and leave the garage door open to let dry! As with any of these events, it takes a bit of time & energy to organise, so I hope Trevor thought it was well worth it, especially as everyone thought it was a perfect day out. So if it was not too much hassle, perhaps we can persuade Trevor to do another!

Christmas Dinner! Saturday 9th December, Tyrrells Ford. Please note that the time has been changed back to our usual 7.30 pm for 8.00 pm, not as previously stated. It looks like we will have at least thirty-two attending, it could be more!

New Year's Day Run (1st January, surprisingly!) at Sturminster Newton is a well attended event, raising money for the Air Ambulance, attracting well over 150 classic cars of all descriptions! It starts at 10 am from the main car park and they are quite happy, if the weather is not quite up to scratch, for you to turn up in your everyday, boring, but comfortable modern vehicle!! (those are my words!!). You can pre-enter if you want, most of us decide that morning if we are going and enter on the day, which is fine. If that is not for you, there is always **Classics on the Proms**, I have no details at the moment, so you will have to check nearer the time, it is usually held at Christchurch Quay, between 11 am & 5 pm?!

MG & Triumph Spares day, Stoneleigh, Sunday 11th February. As we have been going for as long as I can remember (what did I do last week?!). I see no reason why we would not go this time! Normally we manage with two cars, setting off about 6.45 am, so that we can be there when it opens at 9.30 am (to get in first for all those bargains!!).

Alan is sorting the **Classic Le Mans, 6th-8th July**. You will need to check with him about the ferries, which day you are going out and coming back. Also Alan is taking orders for a new supply of Wessex Area polo shirts, can you let him know if you want one along with the size. (No kidding yourselves that you are the same size as when you were 30, ok 40, alright, 56!!).

Onto **Silverstone Classic, 20th-22nd July**, we will be going up on the **Thursday 21st** and camping, as this is the cheapest option. You will need the code from November's Courier and book it before the end of this year to get the discount. Or if you prefer you could go B&B with evening meal & entry tickets for a mere £675!! the choice is yours. We thought it best for you to organise your own thing, we can meet up there, if what we are intending to do, does not suit?!

So a few things there to think about, as always "Check your emails" or contact Trevor for any up to date information.

Next meeting will be at the Tyrrells Ford, Thursday 28th December.

Martin

WEST MIDLANDS

Tel. 07505 110922

As this is the last magazine before Christmas, let me and the West Mids team wish you a merry Christmas, you might even get to hear from me in the New Year.

It's been a good year, the area meetings continue to attract

WEST YORKS



TSSC AREA NEWS

members from quite a large area, the Drakes Drum is the largest and The Sharmans Cross on the third Wednesday is quieter, it's a shame really we set up the meeting to encourage people from the south of the Birmingham conurbation to attend a meeting without having to travel across the city, we will persist during 2018.

Lots of local events have taken place with a good showing from members, Lichfield's cars in the park amongst many, we attended Cosford (RAF) for their vintage day, on June 11th

It was a spectacular event, and during the day we met with those on the organising team, who explained that next year (June 10th 2018), is something of a special year for the RAF as it's their centenary year.

To quote Michael Caine... "Hang on a minute lads, I've got a great idea."

The 'Vintage Village' scenario in next years show will encompass all decades of cars, motorcycles, and military vehicles, from 1900 to the 'noughties'. What if, we could put a hundred vehicles in there to mark their achievement? What if, we could have our own 'Squadron' of Spitfires?

"That's a big plan." Was one of the more printable comments. We're going to need a little help, I know, in fact, we are probably going to need a lot of help.

West Mids is a small cog in a bigger wheel. As the TSSC alone, we're a big club, nationally and internationally speaking, part of a wider conglomerate of clubs all serving the Standard Triumph marque.

We restore, repair, and refurbish the cars: to show, race, and enjoy the classic style of these vehicles in our own way, let's see if we can give a little back to those 'few' by coming together and supporting this momentous event next year.

Details are subject to discussion at the moment. This year we were offered the choice to camp on site or deliver the cars in on the previous day if we wished. Arriving on the Sunday morning we were required to be on site by 07:00. However, we may be able to negotiate some further concessions if we can get such a significant number of vehicles together for the display. Your thoughts would be appreciated....

Our boy Luke successfully completed the 5 point run, we're not quite sure where Luke and his dad Adam managed to fit their legs in the 1200 saloon, just as well the third member Malcolm Swingewood is a little on the shorter side. Myself, with

Steve & Liz Hudson driving the mighty MOE completed the Club Triumph 10 Countries Run, the famous Stelvio was one of 14 Alpine passes across Europe that we completed in just 4 days + 2 day travel to and from the event, MOE never missed a beat.

As last year we have decided to have a post Christmas celebration, this will take place on **January 13th** at 7pm, at the **Parson & Clark pub, Sutton Coldfield, B73 6SP**. This is a decent carvery, if you want to come we will need a deposit if £5 pp by 05/12/17 which is the Drakes Drum meeting night, any problems or issues to do with this feel free to make contact by the number listed or via email at heraldhabitat@hotmail.com So notes for your're diary 13/01/18 and 10/06/2018

Take care

P.S I'm retiring in January so hopefully you'll see a bit more of me!

Chris

WEST YORKS

Tel. 07944 909823

www.tssc.org.uk/westyorks

Hi All. The **New Year meal is now booked at the Silver Birch on 13th of January 2018 6.30 for 7.00pm**

A raffle will be on for club funds so please bring a raffle prize on the night if you can, thanks.

If you want to come please put your name down on the club nights if you cannot attend please give me Call on 0794 490982

THE Combined Dales Week end run by west & north Yorkshire TSSC will take place on 8th/ 9th/10th June

This is the best camp site in the Dales, B & B are available Food At the Sun INN 015396 71965 George & Dragon 015396 25256 Stone Close Tea Room 015396 25231

And the Dent Stores 015396 25209

It is Advisable to book as soon as you can

The Village Hall is booked for the SATURDAY NIGHT

Merry Christmas!

Alex



CHRISTMAS DINNER & DANCE 2017

SATURDAY 9TH DECEMBER



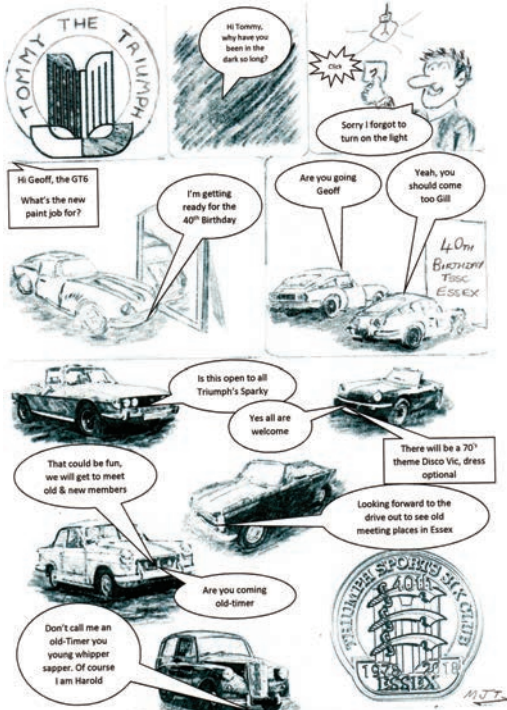
**AT THE FOWEY HOTEL ESPLANADE
PL23 1HX
7PM - 7.30PM**

Dinner and Dance £30 per Person, Rooms from £79 for a standard double inland room with breakfast. Bookings now being taken via Carol Coventry, £10 deposit needed for the meal asap

**Email: carol.63@hotmail.co.uk
Ring 01726 824 523 / 07979464643
after 6pm**

Please book your own room with the hotel direct on **01726 832551**

We will be meeting at 12noon at The Galleon Inn for lunch and a pint, followed by a stroll around Fowey for a bit of retail therapy or more sampling of the real ales. Then its back to the hotel to dress to impress Party on and enjoy our Christmas Event



FRI 6TH - SUN 8TH APRIL 2018 TSSC ESSEX 40TH BIRTHDAY

Friday Evening – Meet & Greet at Hotel

Saturday – Drive out through Essex Countryside, Buffet Lunch

Saturday – Dinner Set Menu

2 Courses £11.95, 3 Courses £15.95

Saturday Evening – 1970's Themed Disco

(Dress Optional)

Sunday Morning – Drive out to North Weald Airfield

A Weekend of Enjoyment to Celebrate
The 40th Birthday of Essex TSSC

Stay at
**The Campanile
Hotel**
A127 Southend
Arterial Road
Pipps Hill
Basildon SS14 3AF
Or Just visit for any
day

Drive out to Secret
Nuclear Bunker
Buffet Lunch
Passing some of the
old meeting places

Sunday Drive out to
North Weald Airfield

Save the date in your
diary for more info
Contact Mike or Allan

E mail

miketitchen@aol.com

Awjannaway@hotmail.com

TSSC Northants Area
are proud to present our...
**"SUMMER HOLIDAY"
CAMPING WEEKEND**
Friday 1st June – Sunday 3rd June 2018
At Top End Farm Campsite,
Colmworth Road, Little Staughton MK44 2BY

Friday – Welcome, Chat & Chill
Saturday – Run Out, BBQ and Evening Quiz & Games
Sunday – Raffle and Park 'n' Pose People's Choice Awards

Non-Electric £17.00 per night
Electric Hook Up £20.00 per night (Limited)

BBQ Adults £5.00, Under 16s £2.50 (ID may be requested LOL)

Fancy Dress Optional—Go on, you know you want to!

For all booking enquiries please email
nigeljohnhaves@gmail.com

No class? No worries. All welcome.

PRE-BOOKING IS ESSENTIAL FOR CAMPING
AS SOON AS POSSIBLE

**Leicestershire and
Rutland Area**
Triumph Sports Six Club

You are cordially invited to the
33RD SUNSHINE RALLY
3rd – 5th August 2018
We will be at our NEW VENUE
GREETHAM COMMUNITY CENTRE
Great lane, Greatham, LE15 7NG.

An immaculate community centre with very comfy lounge and full bar. Flat very sheltered pitches (no electric hook ups) less than a 5 minute walk to Greatham village with 2 pub restaurants

Camping Friday 3rd & Saturday 4th with option for additional nights
Friday night
Warm welcome, meet old friends and make new ones.
Have a go at our light hearted quiz. Bar 6-midnight.

Saturday
Optional planned casual drive around stunning Rutland and Rutland waters. Places of interest to visit inc shopping eat/drink. Launde Abbey coffee stop.

Saturday night
Fun & games, BBQ, quiz, sing-along, raffle and more. Bar 6-midnight.

Sunday
Coach trip to medieval market town for short treasure hunt and lunch or shopping. Back to site for park & pose car show. Raffle prizes.
2 nights inclusive £35 per/pitch.
Extra nights Thursday or Sunday £12. FULL BBQ £6.50
(spuds, burgers, sausages, salad, chilli, cheese, trout etc.)
All profits to be donated to charity.

For more details & booking form contact:
Jan 07799804415 | j.muschilli@ntlworld.com
Neil 07530307371 | triumph20002500stag@gmail.com
Dave 07770650802 | davesmith.triumph@hotmail.co.uk